PARKING

1. General

   A. A minimum physical clearance of 15 feet should be maintained between airplanes to give adequate turning clearances and protection from jet velocities and temperatures at taxi thrust and idle power.

   B. Based on the JT3C-4 installation for standard day condition, with 15 foot clearance between airplanes and at idle thrust, velocity at adjacent airplane would be approximately 18 to 20 mph and temperature would range between 75 to 85 degrees Fahrenheit.

2. Park Airplane

   A. Taxi or tow airplane into position designated for parking.

   B. Set parking brake by applying toe pressure on rudder pedals and then pull up on parking brake handle, located on throttle control stand.

   C. Place wheel chocks on forward and aft side of main gear wheels (two chocks per main gear).

   D. Disconnect and remove tow bar and tractor.

   E. Engage nose gear and both main gear ground down locks to prevent gear retraction.

      NOTE: If airplane is towed to parking area, landing gear ground down locks shall be installed as soon as flight crew leaves airplane or before tow truck is attached. Because of high gross weight of airplane, mooring provisions are not provided and should unusual conditions warrant mooring, see 7-1-1, figure 202, for procedure.

2 81 1 T

MODEL 707		87 6-24-57 DWG. REC. CLK.
DRAFTED RUTH WEAVER	6-12-7	ADV 6-25-57 RELEASE
CHECKED R D [illegible]	6-14-7	6-26-57CE B/P GROUP
STRESS		REQUESTED
APPROVED		P PROD. INFO.
APPROVED [illegible] 6-15-57		

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: PART IS IN SKYDROL AREA

B ISSUE NO.	CLIP-SUPPORT, WATER SEPARATOR, FWD END EWG. TITLE		
PRR 9300 CHG. NO.	ADCN 1	DRAWING NO. 60-3245	SHT. 1
SEC. NO. 54			
1-99			
201-1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		–	60-3245-2000	CLIP-SUPPORT, WATER SEPARATOR, FWD END, RIGHT		.081 x 1.8 x 4.2	CLAD 2024-0 SH QQ-A-362 0 TEMPER	T4	SRF 2.1.2	R
		–	-2001	CLIP-SUPPORT, WATER SEPARATOR, FWD END, LEFT		.081 x 1.8 x 3.2	CLAD 2024-0 SH QQ-A-362 0 TEMPER	T4	SRF 2.1.2	R

ADD TO P/L AS SHOWN ABOVE

P APL 001 & ON MUST COMPLY

CHG DETAIL PLNG AFF. TAB BLOCK AS SHOWN BELOW

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
54	1	5-84099	707	1 THRU 99, 201 THRU 1999	60-3245-2001 ~~60-3245-1~~		
54	1	5-84099	707	1 THRU 99, 201 THRU 1999	60-3245-2002 ~~60-3245~~		

BAC 924 C-RS

FUEL SYSTEM

MODEL	707	DWG. REC. CLK.	2C 7-1-57
DRAFTED	SCHNELLE 6/20/57	RELEASE	2C 7-1-57
CHECKED	L Nelson 6/20/57	B/P GROUP	7-1-57 7C 13
STRESS		REQUESTED	R
APPROVED	A Miller 6/21/57	PROD. INFO.	P
APPROVED	Bailly 6-21-57		

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON:

PROVIDE FILLET RADII FOR SLOT IN PLUG -2

ISSUE NO.	PRR
CHG. NO.	95000
SEC. NO.	41
	SAME AS
CHG. EFF.	DWG

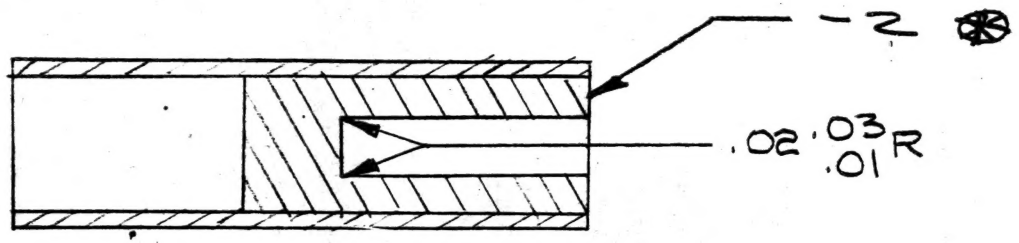
DWG. TITLE: ADAPTER WATER VALVE, ASSY OF

ADCN	DRAWING NO.	SHT.
1	6-4352	

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN VIEW AS SHOWN ADD RADIUS;



A-A⊛

R ELR # 164826, HUNGATE, 6-4510 (6-11-7)

P NO PARTS MADE PLANNING AFFECTED

⊛ ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 926 C-RS

FJ 6-4510 6-21-7

JHP 6-29-7

2-7000

1-100 1T

MODEL 707		DWG. REC. CLK. 7-1-57	BOEING AIRPLANE COMPANY
DRAFTED RUTH WEAVER	6-21-7	RELEASE 7-1-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED R Shott	6-21-7	B/P GROUP 7-1-57 MB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED 6-7000	☐ DEVIATION ☒ VARIATION
APPROVED		PROD. INFO. P	REASON: TO CORRECT IMPROPER FINISH CALLOUT
APPROVED Bailey 6-22-57			

ISSUE NO.	CHG. NO.	SEC. NO.	CHG. EFF.
B	PRR95000	43	1-1999

DWG. TITLE: SUPPORT ASSY WATER PUMP

ADCN	DRAWING NO.	SHT.
9	5-95622	1

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			1191-4C x 1/2	SLEEVE, STL WIRE (HELI-COIL INSERT) (BAC-S13P-4C-4)					F-12.40	

IN P/L ADD FINISH CALLOUT TO SLEEVE AS SHOWN

P APL 001 & ON MUST COMPLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

JWP 6-24-7

2-7000

ADCN

POWER PLANT

5-70

ELR NO.	MODEL No.	DWG. REC. CLK	BOEING AIRPLANE COMPANY	NEW ISSUE NO.	PLUMBING INSTL-WATER INJECTION DWG. TITLE SYSTEM-SEC 22
2400	707	WJ6-26-57 6/27/57 RELEASE 6-27-57 B/P GROUP ~~NO CHANGE~~ SEE BELOW	**ADVANCE DRAWING CHANGE NOTICE** THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION	ITEM 95000 ~~CHG.~~ NO. SEC. NO. 22 1-199 & 301-1999 CHG. EFF.	ADCN 1 DRAWING NO. 5-89570 SHT. 1A

REASON: LOCK-WIRING NOT REQUIRED ON 707 AIRP.

DRAFTED	BOB D. WILLIAMS	6-18-7	
CHECKED	L. G. Ciney	6-18-57	
STRESS			
APPROVED	Lockheed GIE-7		

ORIGINATOR	PHONE	PLANNING	PHONE
REQ. E. WHITING	3087		
APP. E. A. Stinks			
DEPT. 6-3060 BOX NO. 81-15		BOX NO.	

ENGINEERING LIAISON REQUEST ELR

PARTS LIST ZONE	REPLACES	-3002	-3001	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
25		~~✓~~	~~✓~~	~~1~~	~~AN995NC32~~	~~LOCK WIRE~~ 7	~~D7~~ 3					

REMOVE FROM PARTS LIST AS SHOWN ABOVE

7 LOCKWIRE OPTIONS AN995 C-32 ✓ AN995 N-32 INSTALD PER BAC 5018

IN GENERAL NOTES DELETE 7 AS SHOWN ABOVE

IN TUBE P/L CHANGE "NAS593-24N" (A PLACES) TO "NAS593-24" PER BELOW

-3002	-3001	WORK PRESS PSI	NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE O.D.	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT.	TYPE ENDS	MIN. STOCK LENGTH
	✓	✓	230	-3011	1	~~NAS593-24 NAS593-24N~~	—	2	C3	2	1.50	.035	5052-0 WW-T-787	—	F-2.741			22.9
	✓		230	-3006	1	~~NAS593-24 NAS593-24N~~	—	1	C3	2	1.75	.042	5052-0 WW-T-787	—	F-2.741	BAC-TIIN -N1	VII S	65.0
		✓	230	-3005	1	~~NAS593-24 NAS593-24N~~	—	1	C3	2	1.75	.042	5052-0 WW-T-787	—	F-2.741	BAC-TIIN -N1	VII S	65.0
	✓	✓	230	-3004	1	~~NAS593-24 NAS593-24N~~	—	2	C3	2	1.50	.035	5052-0 WW-T-787	—	F-2.741	BAC-TIIN -N1	VII	25.0
	TUBE ASSY					END FITTINGS PER TUBE ASSY			ZONE CODE								

PROD. INFO. EXISTING INSTLS ACCEPTABLE

STATUS OF TOOLS &/OR PLANNING			STATUS OF COMPLETED AIRP. &/OR PARTS

Beatie 64570 6-19-7

6-18-57.

AHP 8/24

261

POWER PERIOD 3-60

MODEL 707		7-2-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED ANDERSEN	6-14-57	7-2-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED	6-14-57	7-2-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		P	REASON: TO ADD FINISH CALLOUT FOR FAYING SURFACE
APPROVED Bailly	6-17-57	PROD. INFO.	

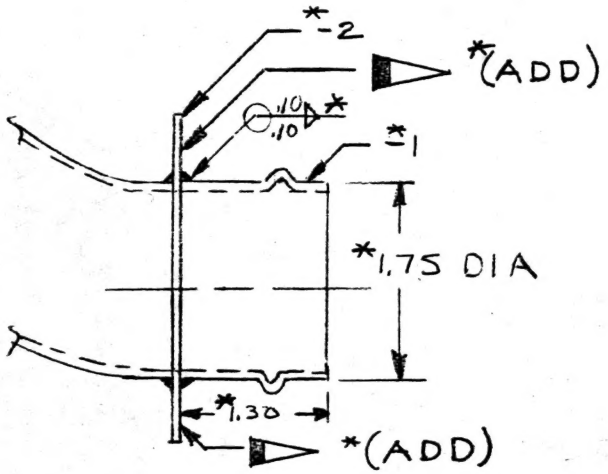
ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 95070	2	69-2346	-
CHG. NO.			
SEC. NO. 54			
1-159			
301 THRU			
CHG. EFF. 1959			

DWG. TITLE BLKHD FTG-STA 620 WATER INJ LINE, WELD ASSY OF

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		—	69-2346	BLKHD FTG-STA 620 WELD ASSY OF		—	—	T-4	~~F-2.742~~	R

IN P/L CHG FINISH CALLOUT ONLY AS SHOWN ABOVE
ADD FLAG & FLAG NOTE AS SHOWN BELOW



*WELD ASSY OF-69-2346

F-2.742
SRF-12.205 FAYING SURFACE

*ADCN REF ONLY

P APL 001 & ON MUST COMPLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

FUEL SYSTEM

6-70

MODEL 707	DWG REC CLK RC 6-20-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	ISSUE NO.
DRAFTED 6/12/7 SCHNELLE	RELEASE EXT 6-21-57	DRAWING DEPARTURE AUTHORIZATION	SEC No. 41
CHECKED [signature]	UNIT 6-21-57 CB	REASON: THE DWG WLL NOT BE CHANGED	CHG. NO. PRR 95000
STRESS	REQUESTED R	TO ALLOW USE OF AVAILABLE MATERIAL	CHG EFF APL'S 1 & 2 ONLY
APPROVED	PROD INFO		
APPROVED	SHOP INFO		
APPROVED Barkley 6-13-57	DCR No.		

DWG TITLE: ADAPTER WATER VALVE ASSY OF

DDA NO.	DRAWING NO.
1	66-4352

PARTS LIST ZONE	REPLACES		REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
				-1	SLEEVE			R			

R 4130 STL TUBE PER MIL-S-6736 NORMALIZED
OPTIONAL: 4130 STL BAR PER MIL-S-6758 NORMALIZED

R ELR# 161071 MEGLING 6-4510 (6-8-7)

AHP 6/18

4-80 IT

MODEL 707		7-7-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED G. OSTERLOH	6-26-57	RELEASE 7-11-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED T. BURDO	6/28/57	B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED 6/28 pDonaldson	7/1/57		REASON: ADDED PARTS FOR FOUR HOLE DRAIN SYSTEM, CHANGED FLAG NOTE
APPROVED RE Hage	7-2-57	PROD. INFO.	

ISSUE NO.	PLUMBING INSTALLATION INBOARD NACELLE		
P.R.R. 10218	DWG. TITLE STRUT		
CHG. NO.	ADCN	DRAWING NO.	SHT.
SEC. NO. 77	8	50-5547	1
301-1999			
1-199 CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
15		✓	✓	✓	✓	2	MS21907-8C	ELBOW-45° BLKHD						
18		✓	✓	✓	✓	6	MS29512-8	GASKET BOSS						
~~19~~			~~✓~~		~~✓~~	~~1~~	~~10-60104~~	~~HOSE ASSY~~			10 ▷ 0			
16		✓	✓	✓	✓	3	AN924-8C	NUT BLKHD						
17		✓	✓	✓	✓	1	MS21908-8C	ELBOW 90°						
13		✓	✓	✓	✓	1	MS21902-8C	UNION-FLARELESS						
20		~~✓~~		~~✓~~		~~1~~	~~10-60104-1~~	~~HOSE-ASSY~~			10 ▷ 0			
36		21	21	✓	✓	1	10-60109-1	HOSE ASSY HYD RET						
7		21	21	✓	✓	1	10-60109-2	HOSE ASSY HYD PRES						
63		21	21	✓	✓	1	10-60109-3	HOSE ASSY HYD SUP						
74		-34	-34	-34	-34	1	69-2545	CONN SLIDING TYP FIRE WALL						
75		✓	✓	✓	✓	1	10-60108	HOSE ASSY H.P.A.						
84		✓	✓	✓	✓	—	50-8229-5P1	TUBING INST						

CHANGE P/L AS SHOWN ABOVE

CHANGE NOTES AS SHOWN BELOW

▷0 ADCN REF ONLY- REPLACING PART WILL BE SHOWN ON ENGINE PLUMBING INSTL.

21 LIMITED APL. SERIAL NOS. 101-199, ~~1-99, 301-399 501-1999~~

~~20 LIMITED APL. SERIAL NOS 1-99, 301-399~~

~~10 COLOR BAND PER BAC 501 WITH TAPE BAC THIS SERF~~

AP 7/8/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

5/8/57

FUEL SYSTEMS

4-69

ELR # 80562

MODEL	707 Mid
DRAFTED	TIM TAYLOR
CHECKED	Wickre 6/14
STRESS	
APPROVED	
APPROVED	
APPROVED	Coates 6/14

DWG REC CLK	D76-21-57
RELEASE	RX 6/24/57
B/P UNIT	6.24.57 CB
REQUESTED	E. WALLACE 6-4400
PROD INFO	X
SHOP INFO	
DCR No.	

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

DRAWING DEPARTURE AUTHORIZATION
THE DWG WILL NOT BE CHANGED
REASON:
TO USE AVAILABLE MATERIAL.

ISSUE No.	
SEC. No.	57
CHG. No.	95000
CHG EFF	Apl #1 & #2

DWG TITLE	FITTING OVERBOARD DRAIN
DDA No.	1
DRAWING No.	66-4312

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P

~~(2) BLACK NYLON~~

~~(1) BLACK NYLON~~
~~OPT. MAKE FROM BAC U24H-16~~

(1) (2) DUPONT WHITE NYLON
ZYTEL #101

ALLOW MATERIAL CHG AS SHOWN

(X) O.P. ITEM.

5

HP 6/19

BAC 925 A-R3

4-79 IT

ADCN

MODEL 707		DT 6-25-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED S. Berry	6-18-7	gm 6-26-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED Vandenbush Hung	6-18-7	6-26-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		AIR COND REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED ZFT 6/18			REASON: RELOCATION OF CABIN PRESSURE CONTROL SYSTEM PRESSURE SOURCE
APPROVED Donaldson 6/19		PROD. INFO.	

B	PLUMBING INSTL OUTBD NAC STRUT		
ISSUE NO.	DWG. TITLE		
PRR 10797	ADCN	DRAWING NO.	SHT.
~~CHG.~~ NO.	5	50-5598	1
SEC. NO. 79			
1-199 & 301-1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	✓	✓	✓	1	MS21913D10	PLUG						
	NEW	✓	✓	✓	✓	1	150701-10	PACKING O-RING (BAC P11K-10)			STILLMAN RUBBER CO CULVER CITY, CAL. (OR EQU)			

ADD TO P/L AS SHOWN

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

9-62 NOT PROCESS IT

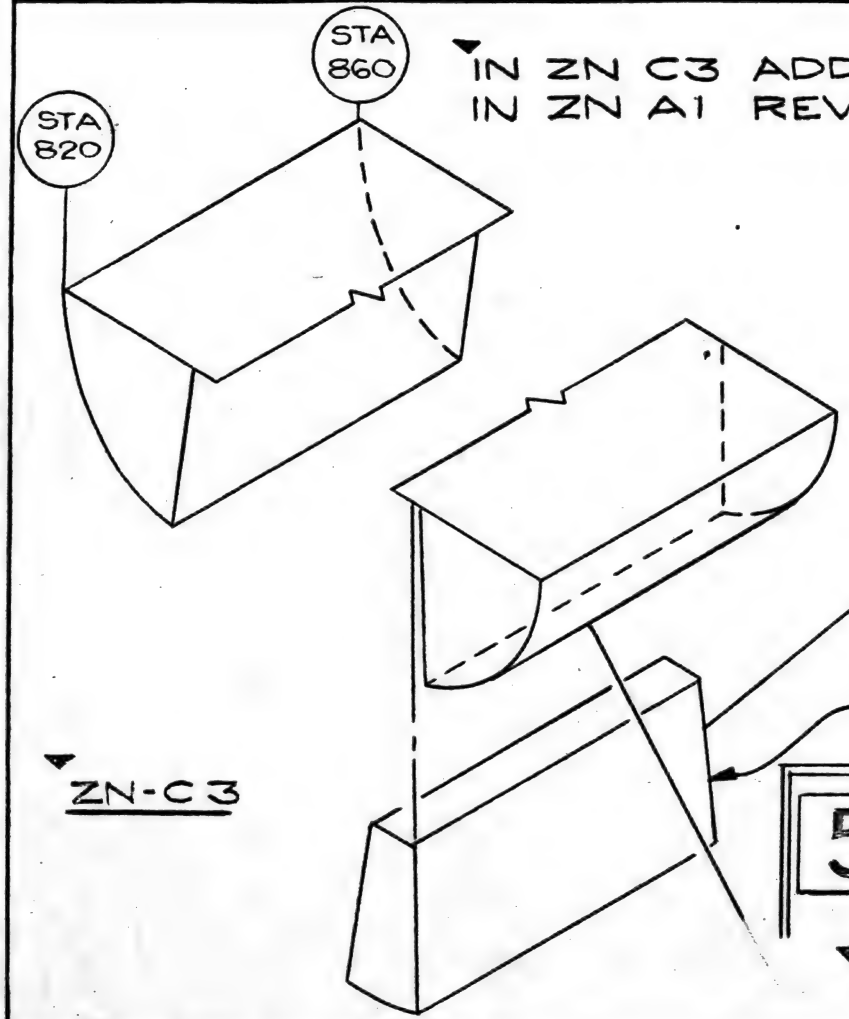
MODEL 707-121		DWG. REC. CLK. 7-3-57	BOEING AIRPLANE COMPANY
DRAFTED D. ANDERSEN	6/20/57	RELEASE 7-3-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED H. Harmon	6/20/7	B/P GROUP 7-3-57	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
CHECKED ENGR. E. R. Seeling	6-27-7	PI. 707-13 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED C. Blenke	6/27		REASON: COMP OF BASIC DESIGN
APPROVED ENGR. Ladell	6/27-7	PROD. INFO.	

ADCN

ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 9500 CHG. NO.	1	50-2543 5PI	1A1
43 SEC. NO.			
A/P 1-99 CHG. EFF.			

PROD ILLUST TUBING INSTL SECT 43 BODY
DWG. TITLE

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P



IN ZN C3 ADD KEEL BEAM & CALLOUT AS SHOWN
IN ZN A1 REVISE SHEET NUMBER AS SHOWN

KEEL BEAM - WATER TANK
SHT. 17-A1

ADD

DELETE

ZN-C3

50-2543 5P.I. SHT 1-A1 OF ~~16A1~~

CHANGE TO 17A1

ADCN REF.

ZN A-1

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

8-60 IT NOT PROCESS

MODEL	707	8-7-17-58 DWG. REC. CLK.	
DRAFTED	B HOCKETT	6/6/57	9C7-17-58 RELEASE
CHECKED	DARTON	6/7/57	7-17-58 B/P UNIT
STRESS	HECHT	6/6/57	ROHR 4-1401 REQUESTED
APPROVED			PROD. INFO.
APPROVED		6/10/57	

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

ADCN

ADVANCE DRAWING CHANGE NOTICE

THIS DWG. WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: HOLE DIA. IS TOO LARGE FOR SILVER SOLDERING MATING .247 :247 :245 DIA. DRAIN TUBE (ENGR ERROR)

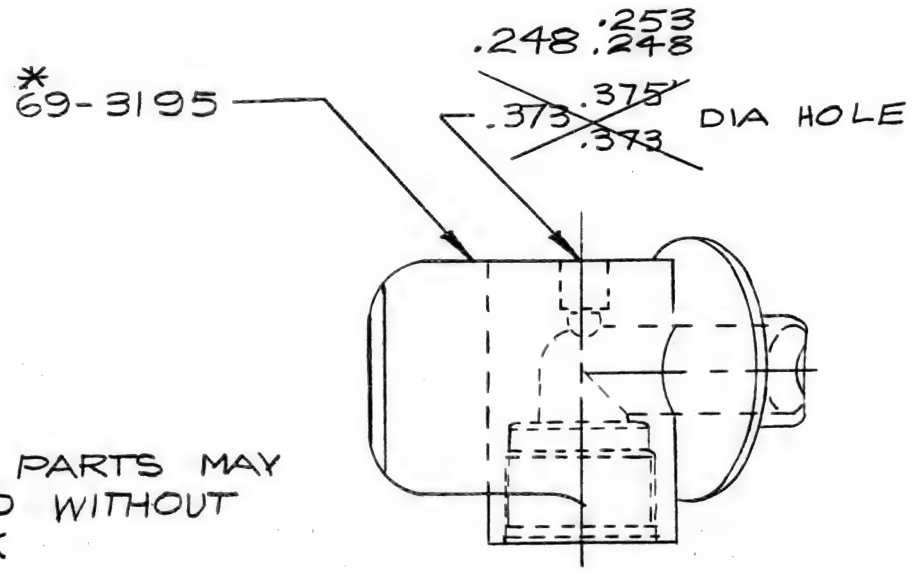
ISSUE NO.	ITEM 766[illegible]
CHG. NO.	R-1
SEC. NO.	76
	1 THRU 192
CHG. EFF.	301 THRU 350

DWG. TITLE: FITTING - DRAIN, STARTER PAD & OIL TANK SCUPPER

ADCN	DRAWING NO.	SHT.
R-1	69-3195	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE DIMENSION AS SHOWN BELOW



*ADCN REF

EXISTING PARTS MAY BE USED WITHOUT REWORK

KC-135 NOT AFFECTED

☑ B&C RELEASED ☐ KC-135
☐ [illegible] ☑ 707

CHECKED [illegible]
ENGINEER [illegible]
[illegible]

58-558

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER

BAC 932 D R4

12-28 101 Pennsylvania Road

MODEL KC-135 & 707		DWG. REC. CLK. 7-8-57	
DRAFTED D.D. CUMMING	5/14/57	RELEASE 7-8-57	
CHECKED Norton	5/16/57	B/P UNIT 7-8-57 MD	
STRESS Carlson	5/15/57	ROHR ENGINEER'G REQUESTED	
APPROVED		P PROD. INFO.	
APPROVED	5/16/57		

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: ① PRESENT TEST MEDIUM NOT CONSISTENT WITH SPEC. REQ'TS. FOR FILLER CAP. ② NAMEPLATE ▷

ISSUE NO.	PRR 9500
CHG. NO.	
SEC. NO.	76
(KC-135)	55-3121 & ON
(707)	1 THRU 199, 301 THRU 1999
CHG. EFF.	

OIL TANK ASSY-AC. GEN. DRIVE
DWG. TITLE

ADCN	DRAWING NO.	SHT
R-75	50-3969	1
R-75	50-3969	1A

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

▷ (REASON CONT'D): NOTE DOES NOT INDICATE CLEARLY THE METHOD OF IDENTIFICATION.

① ON SH. 1 & 1A REVISE TEST NOTES TO READ AS FOLLOWS: ← CHG. *

LEAKAGE TEST: TEST TANK ASSEMBLY, INCLUDING FILLER CAP, WITH OIL PER MIL-L-7808B TO 10 PSIG. NO LEAKAGE ALLOWED.
PROOF PRESSURE TEST: TEST TANK ASSEMBLY WITH OIL PER MIL-L-7808C (WATER OPTIONAL) TO 52 PSIG FOR 2 MINUTES, MINIMUM. NO LEAKAGE OR PERMANENT DEFORMATION ALLOWED. IF FILLER CAP IS INSTALLED DURING PROOF PRESSURE TEST, THE MAXIMUM ALLOWABLE LEAKAGE AT THE FILLER CAP IS 10 cc/HR.

② ON SH. 1 REVISE FLAG NOTE 7 AS FOLLOWS: * ADD

7 ELECTROLYTIC ETCH NAMEPLATE LETTERING DIRECTLY ON THE TANK...ETC.

P EXISTING TANKS WITH SEPARATE NAMEPLATES WELDED ON ARE ACCEPTABLE WITHOUT REWORK.
EXISTING ASSY'S SATISFACTORY AS INSTL'D.

* ADCN REF.

REF: BAC TWX TO ROHR 6-4475.3-8218-JLC, DATED 2-26-57

☒ BAC RELEASED ☒ KC-135
☐ CANCLD BY BAC ADCN ☑ 707

CHECKED	K. AXTELL	6-12-57
CHECKED		6/13/57
APPROVED		6/13/57

F.A.B. 6/13

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.

BAC 924 D-R4

581-1120

ADCN JWM (6-4510) 6-18-7

AR 9 15

WING

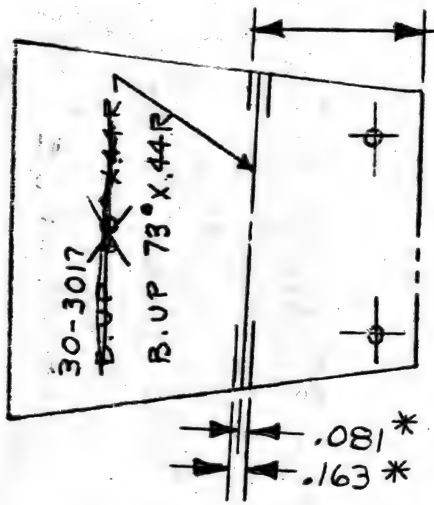
2.54 IT ELR 2390

ELR NO.	MODEL NO.	DWG. REC. CLK	BOEING AIRPLANE COMPANY	ISSUE NO.	SUPPORT ANGLE FUEL LINE WRL 315 DWG. TITLE
2390		7-12-57	ADVANCE DRAWING CHANGE NOTICE	ITEM 95000	
		RELEASE 7-12-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION	CHG. NO.	ADCN 1 — DRAWING NO. 30-3017 — SHT. —
		B/P GROUP	REASON: TO ALLOW ENGIN FUEL TUBES (5-86584) TO ALIGN WITH ANGLE	SEC. NO. 12	
		NO CHANGE SEE BELOW		1-1999	
				CHG. EFF.	

DRAFTED	WILLAFORD	7-3-57		
CHECKED	E. R. Seeling	7-5-57		
STRESS				
APPROVED		7-5-7		

ORIGINATOR		PHONE	ENGINEERING LIAISON REQUEST	PLANNING	PHONE
REQ.	WHITING	2954	ELR		
APP.	W A Flink	2954			
DEPT.	6-3060	BOX NO. 81-15		BOX NO.	

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P



THIS DISTANCE TO* REMAIN THE SAME

CHANGE ANGLE OF BEND TO 73° AS SHOWN

*ADCN REF. ONLY

AIRP SEC NO	QTY PER AIRP	USED ON DWG NO	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER		AIP 7/10/57

PROD. INFO. AIRP 001 IN ACCORD, REWORK EXISTING PARTS & INSTL'S

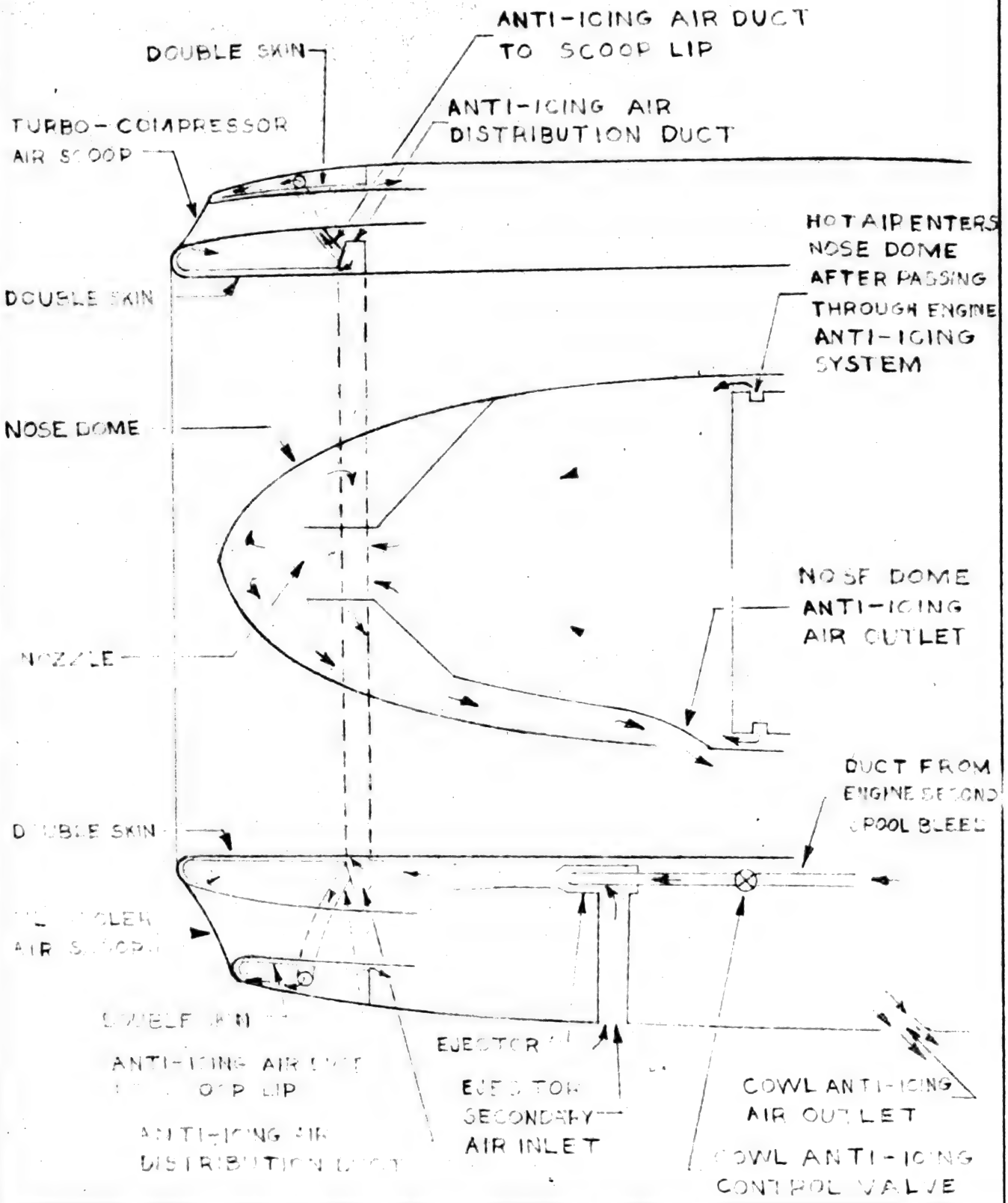
STATUS OF TOOLS &/OR PLANNING			STATUS OF COMPLETED AIRP. &/OR PARTS

J Beaton 64510 7-5-7

7-2-57

11

ARROWS (→) INDICATE DIRECTION OF ANTI-ICING AIR FLOW



			REVISED	DATE
CALC				
CHECK				
APPD				
APPD				

NOSE DOME AND COWL ANTI-ICING SYSTEMS

707

BOEING AIRPLANE COMPANY
SEATTLE 24, WASHINGTON

b. Jack point load limitations

(1) Fuselage load limits

(a) forward body
(b) aft body

(2) Landing gear

(a) main gear
(b) nose gear

(3) Wing

(a) inboard wing
(b) outboard wing

5. Leveling and weighing

a. Leveling pad locations

(1) Center section

(2) Nose section

b. Leveling procedure

(1) Jacking

(2) Use of leveling equipment

(a) leveling provision scale
(b) use of engineers level

(3) Alignment

(a) location of points
(b) alignment procedure

c. Weighing equipment and procedure

(1) Electronic weighing kit

(a) description
(b) operation

(2) Weighing procedure

(1) Nose gear

(a) lock rod location
(b) lock handle installation
(c) lock handle emergency release

(2) Main gear

(a) lock description and location
(b) lock installation

b. Covers

(1) Pitot

(a) type
(b) installation and removal

(2) Engine

(a) intake
(b) tailpipe

(3) Vents and ducts

(a) types
(b) locations

(4) Surface covers

4. Jacking

a. Jack pad locations

(1) Station numbers

(a) fuselage jack points
(b) landing gear jack points

(2) Jack pad heights

(a) inboard wing
(b) forward body
(c) aft body
(d) outboard wing

(a) temperatures
(b) velocities

(2) Danger areas

(a) inlet duct area
(b) exhaust area

(3) Blast fences

(a) distances
(b) velocity and noise reduction

(4) Engine noise levels

(a) decibel ratings
(b) suppressor effects

2. Towing

a. Tow bar

(1) Description

(a) length
(b) load limits
(c) shear pin

b. Attach points

(1) Main gear

(a) forward lugs
(b) aft lugs

(2) Nose gear

c. Turning radii

(1) Nose gear

(a) steering angle
(b) swivel arrangement

3. Ground locks and covers

a. Locks

d. Service area lighting

(1) Junction boxes

(2) Air conditioning compartments

(3) Tail cone

(4) Wheel wells

e. Exterior lighting

(1) Landing lights

(a) inboard
(b) outboard

(2) Runway turn-off and taxi lights

(3) Position lights

(a) wing
(b) tail cone

(4) Anti-collision beacons

(a) upper
(b) lower

(5) Wing illumination

M. Ground Handling — 4 Hours — 1, 2, 3, 6, 8

1. Parking

a. Typical parking

(1) Nose in

(2) Nose out

(3) Parallel

b. Engine ground run clearance

(1) Idle and taxi

a. Crew compartment

(1) General lighting

(a) dome lights
(b) emergency lights

(2) Special lights

(a) main instrument panel
(b) overhead switch panel
(c) circuit breaker panels
(d) radar panel
(e) aisle stand aft panels
(f) engineer's station
(g) navigator's station
(h) aisle stand
(i) map reading
(j) brief case
(k) auxiliary panel
(l) standby magnetic compass

b. Passenger compartment

(1) General lighting

(a) dome
(b) cove
(c) lavatories

(2) Special lights

(a) reading
(b) galley
(c) entry
(d) lavatory mirror
(e) coat compartment
(f) passenger signs
(g) emergency exit

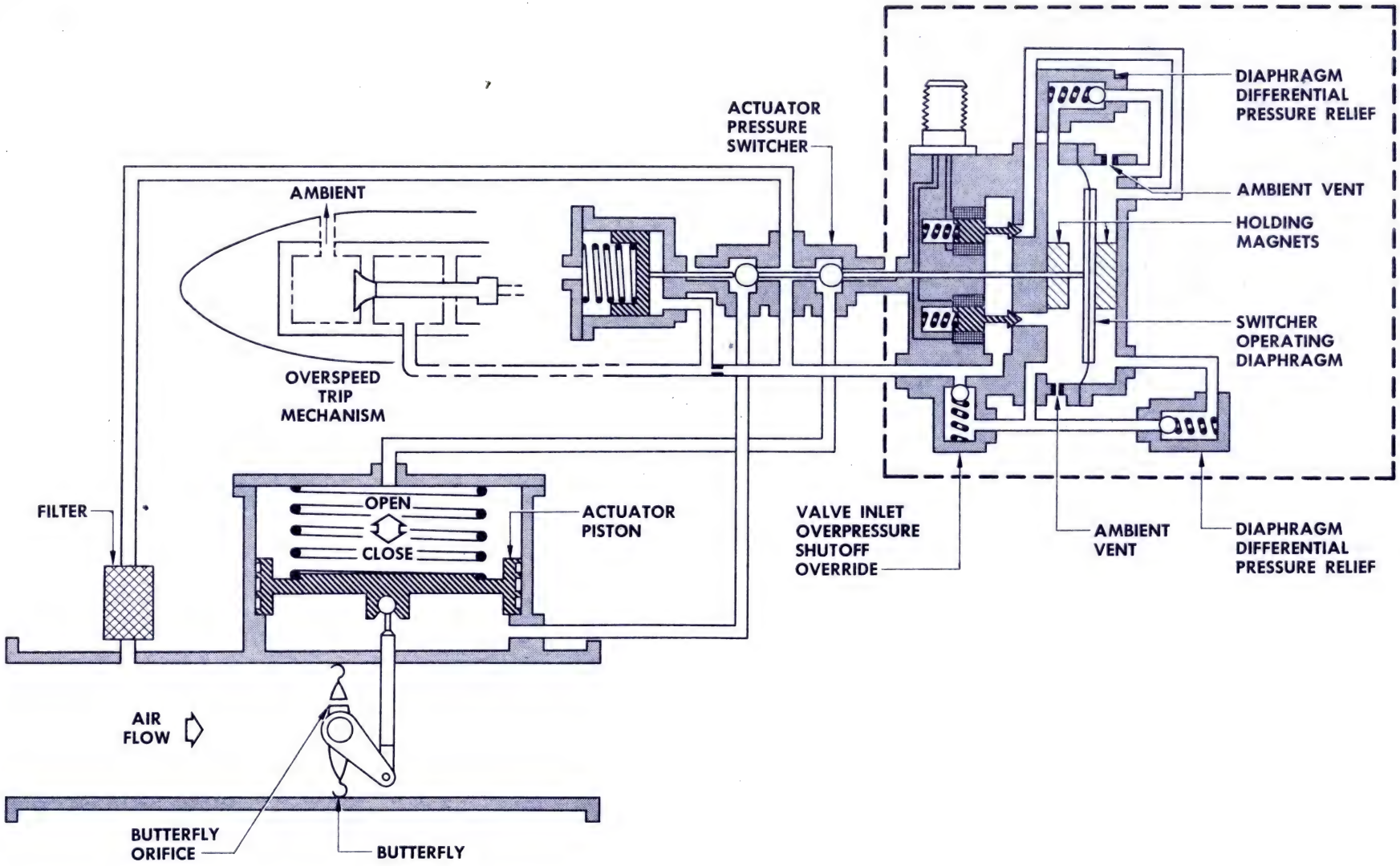
c. Cargo and lower forward compartments

(1) General lighting

(a) forward cargo compartment
(b) aft cargo compartment
(c) lower section 41

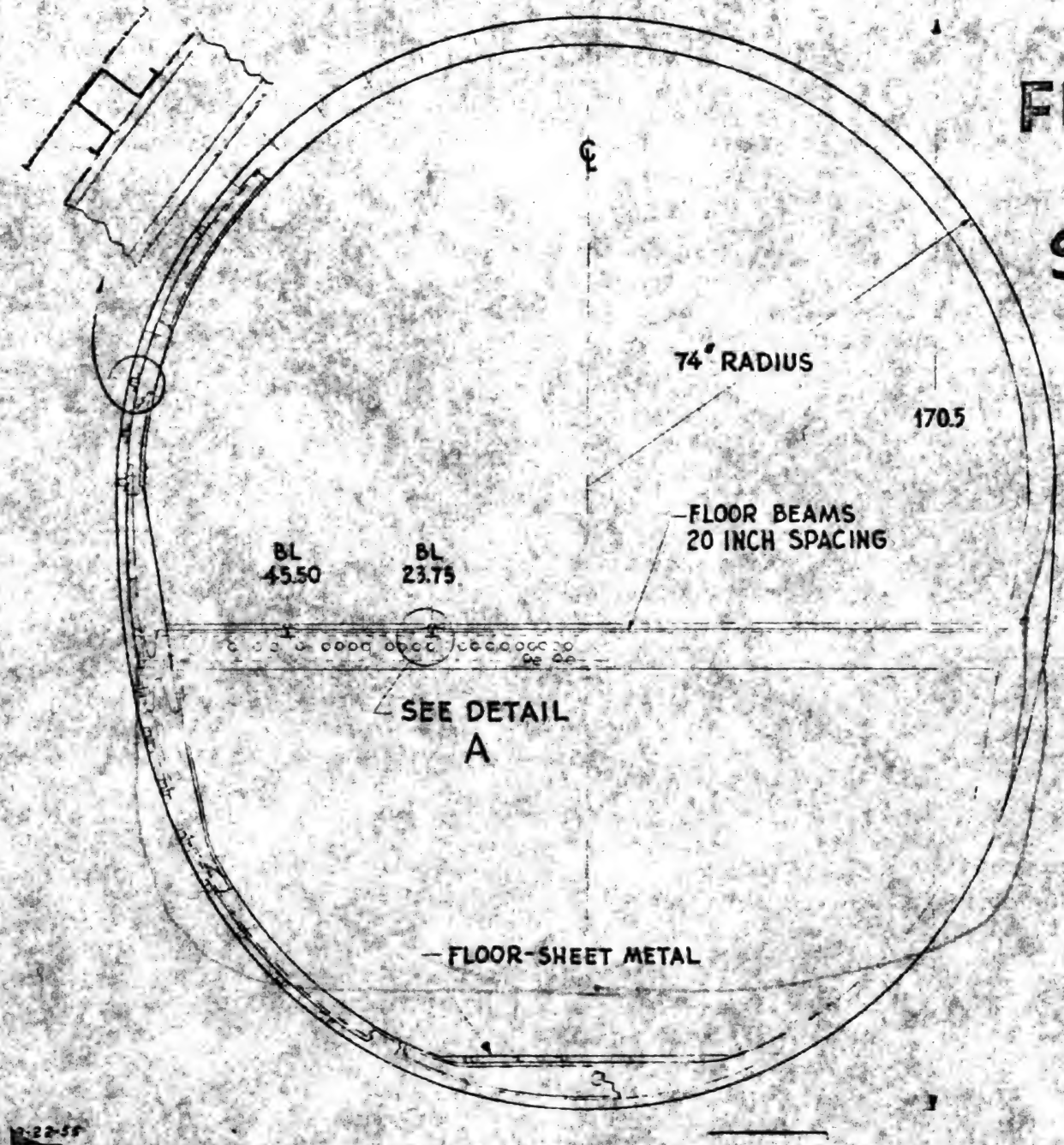
☒ ART ORDER WRITTEN

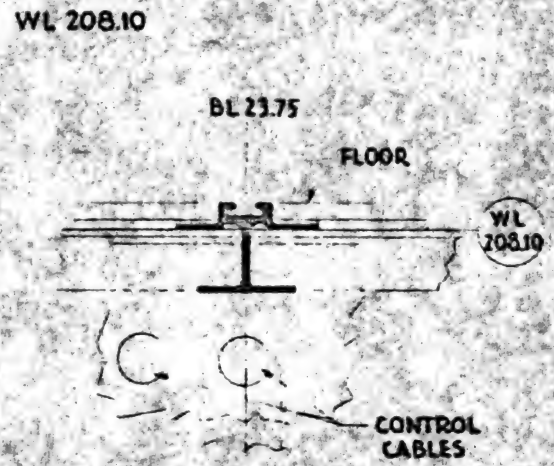
ART ORDER NUMBER	SECTION 52 D6-[illegible]	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	ATI-437 D6-2762
52-1		CANCEL													
52-2	Cargo Compartment Doors - Forward	☒													
52-3	Main Entry Door - Forward	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-4	Operation of Main Entry Door From Inside	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-5	Operation of Main Entry Door From Outside	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-6	Forward Main Entry Door Mechanism - Detail I	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-7	Forward Main Entry Door Mechanism - Detail II	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-8	Forward Main Entry Door Mechanism - Detail III	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-9	Forward Main Entry Door Mechanism - Detail Iv	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-10	Forward Main Entry Door Mechanism - Detail V	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
52-11	Forward Main Entry Door Mechanism - Detail VI	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒



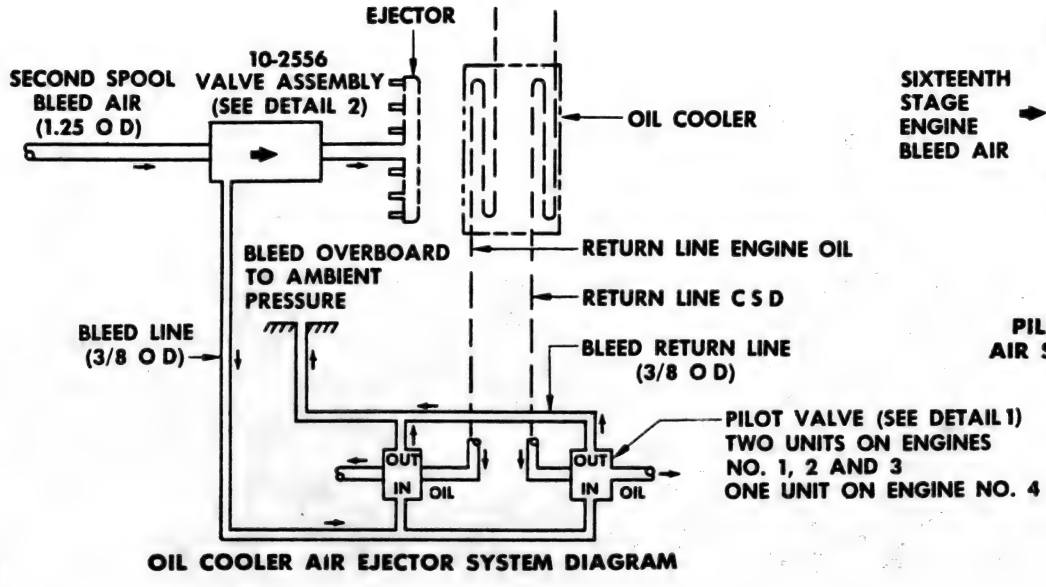
PRESSURE OVERRIDE SHUTOFF VALVE

FUSELAGE CROSS SECTION

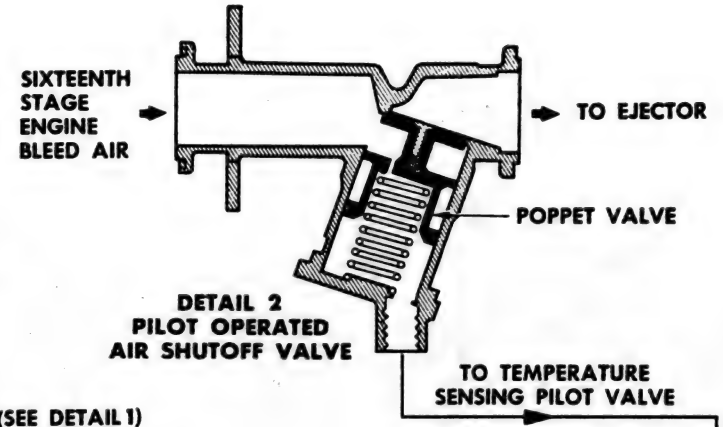




121-71-9 Eng front.

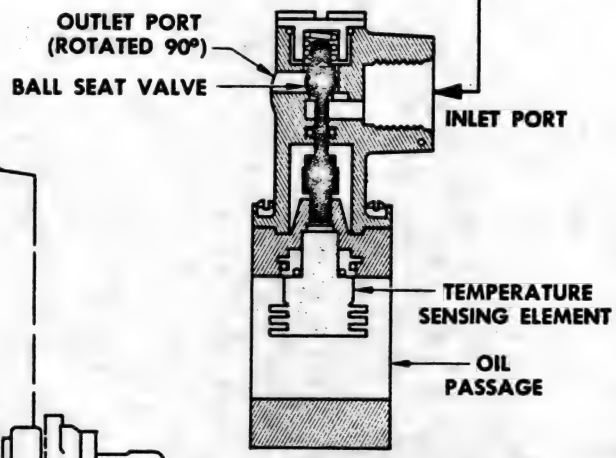


OIL COOLER AIR EJECTOR SYSTEM DIAGRAM

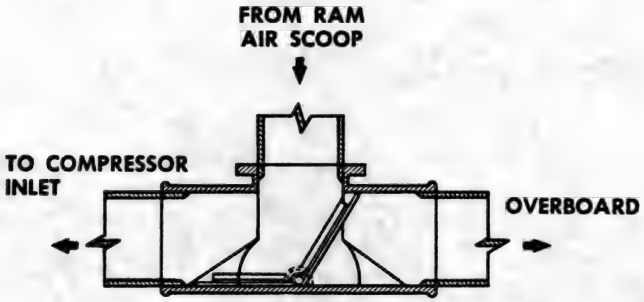


DETAIL 2
PILOT OPERATED
AIR SHUTOFF VALVE

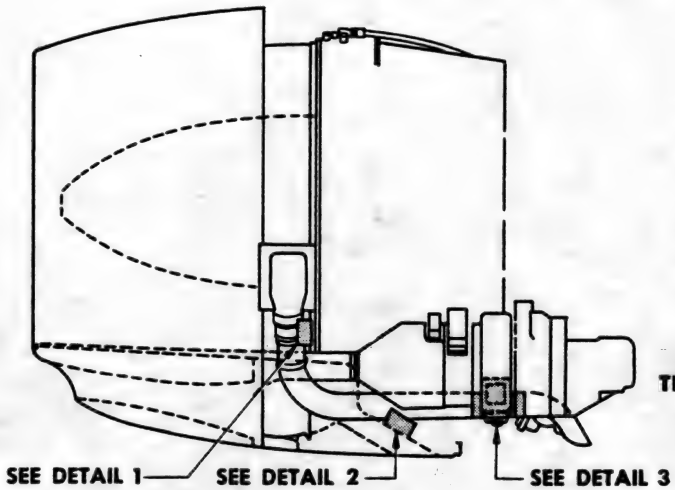
TO TEMPERATURE SENSING PILOT VALVE



DETAIL 1
TEMPERATURE SENSING
PILOT VALVE

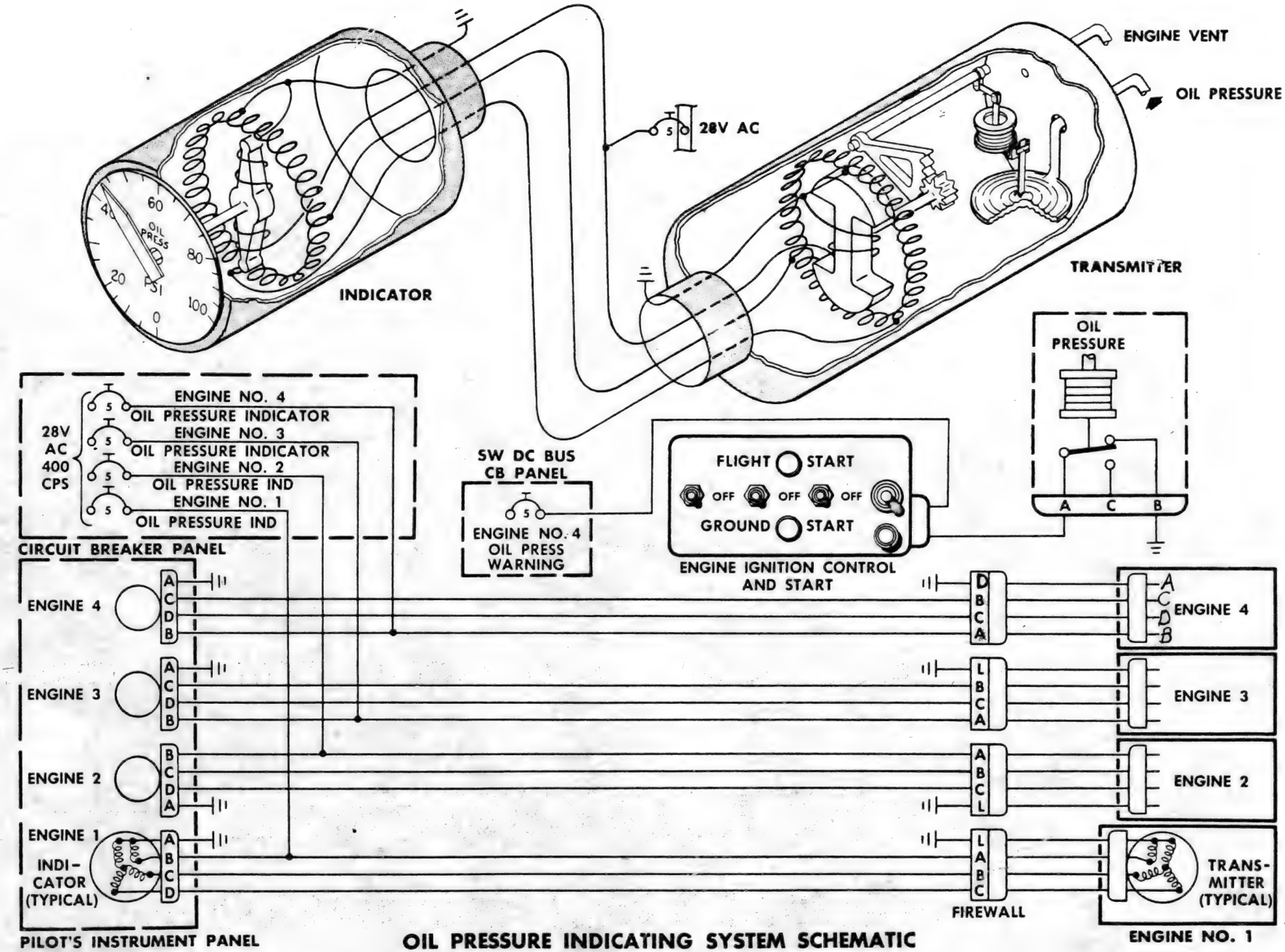


DETAIL 3
DIFFERENTIAL PRESSURE VALVE

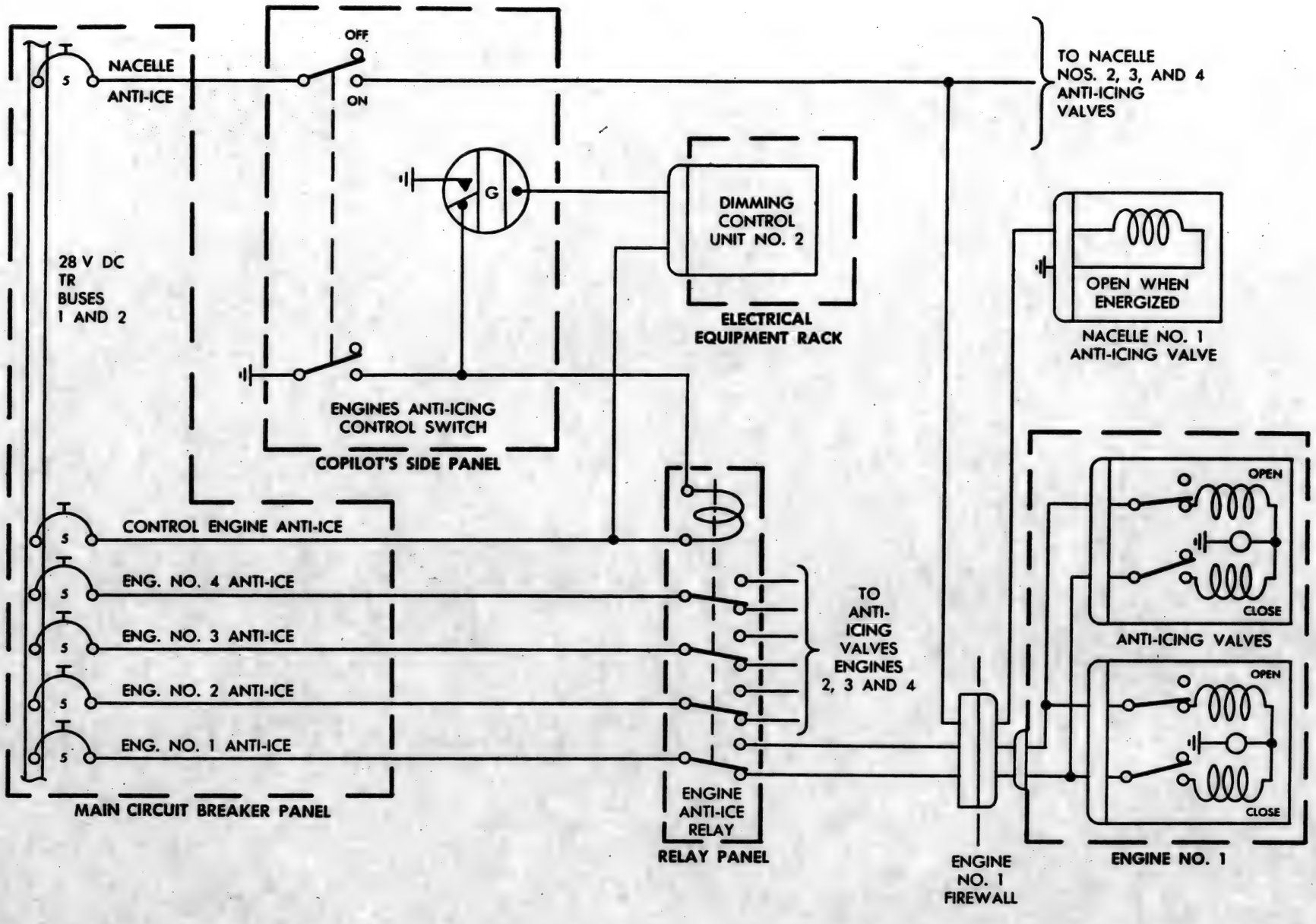


LEFT SIDE ENGINE NACELLE—FORWARD END

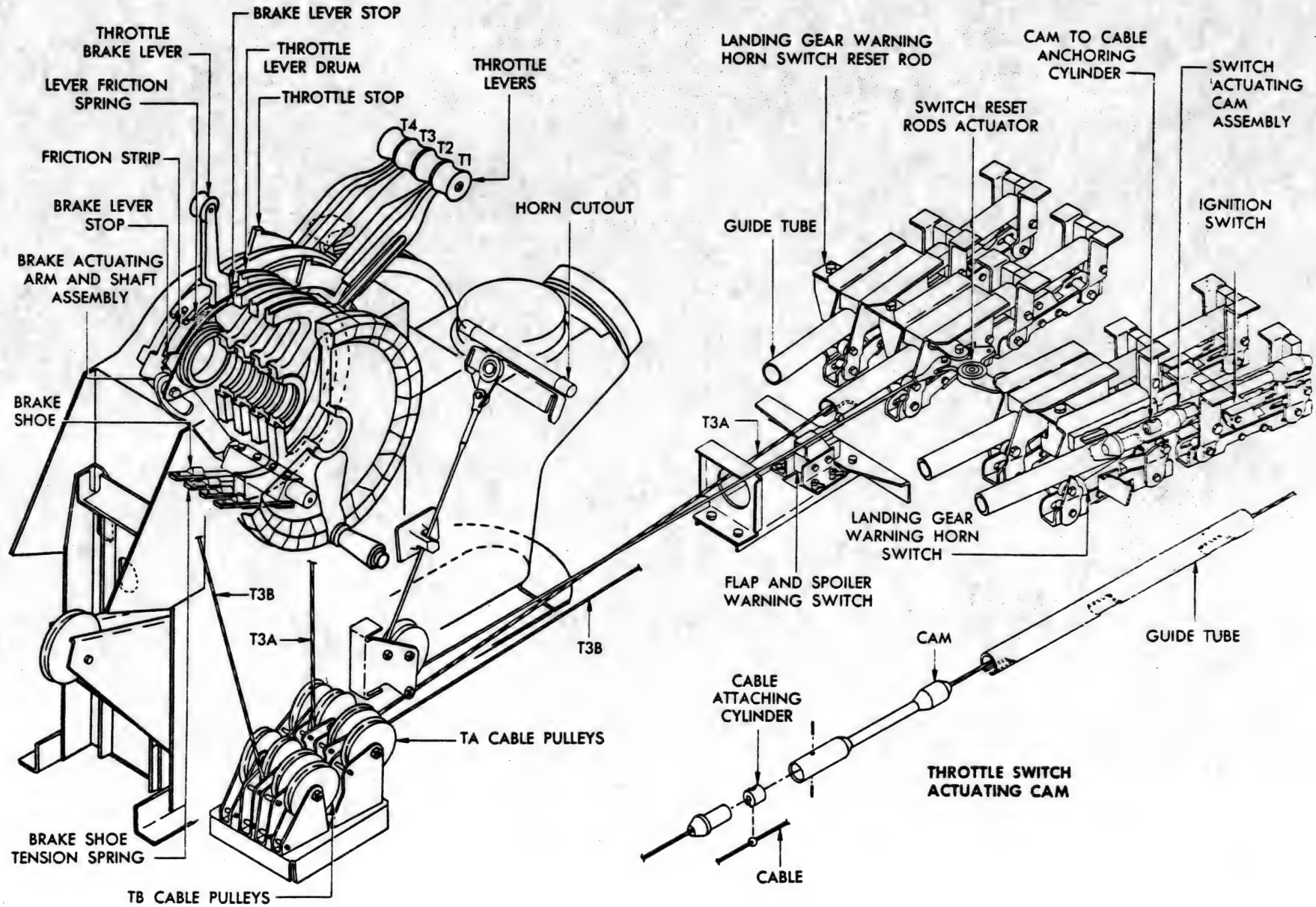
ENGINE ACCESSORY COOLING DIAGRAM



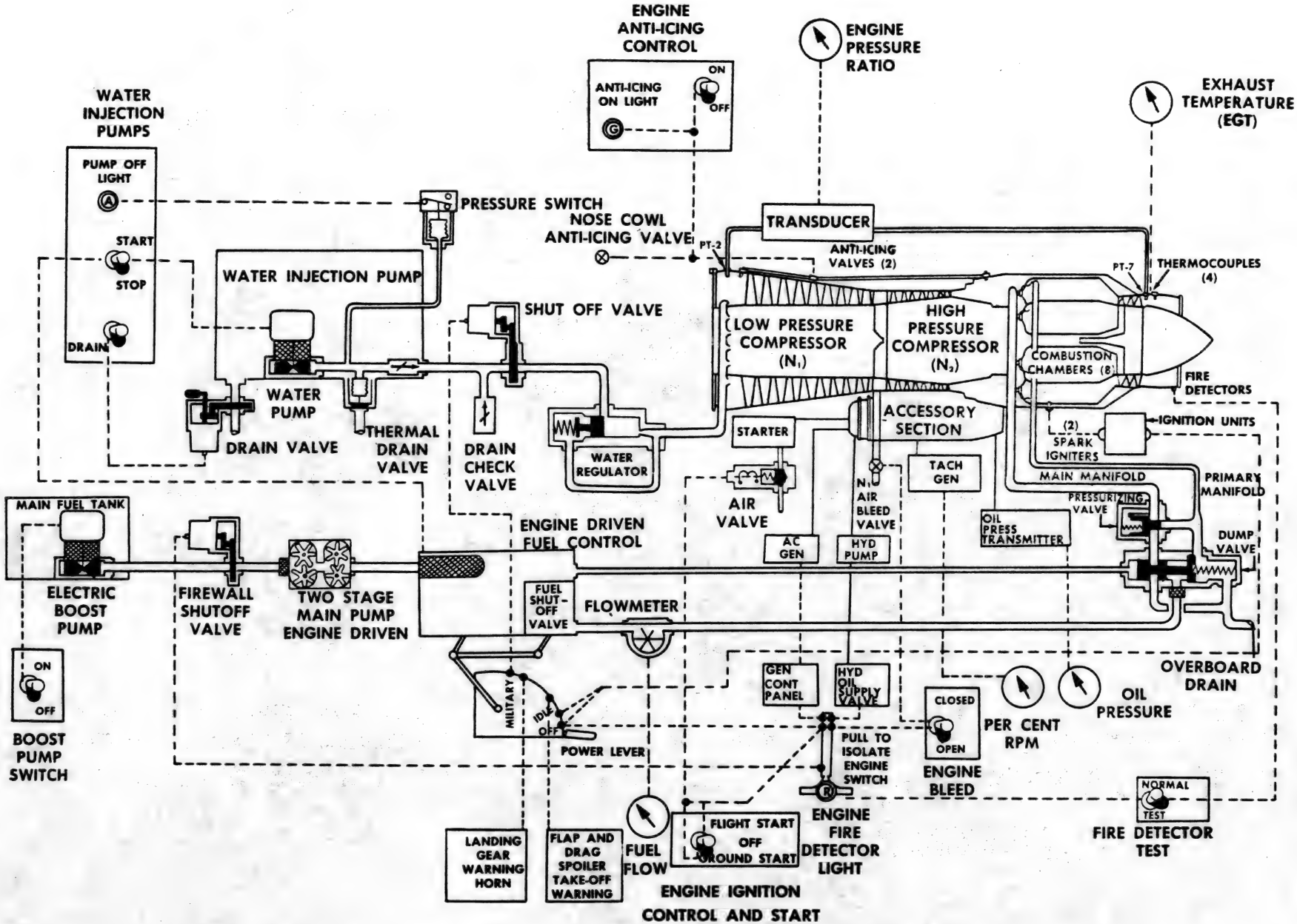
OIL PRESSURE INDICATING SYSTEM SCHEMATIC



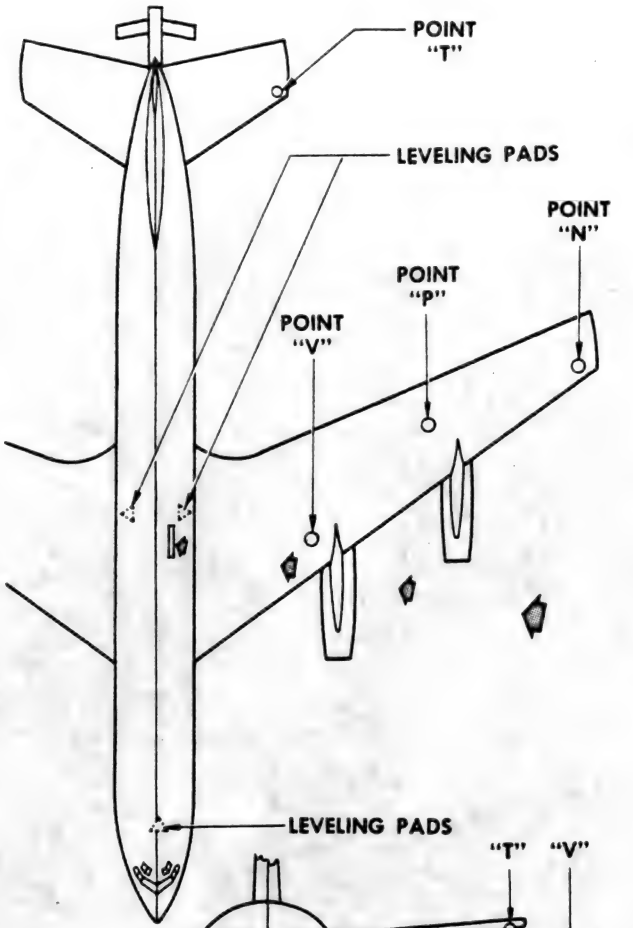
ENGINE AND NACELLE ANTI-ICE CONTROL CIRCUIT



THROTTLE CONTROL LINKAGE — SECTION 41



ENGINE OPERATION AND CONTROL DIAGRAM

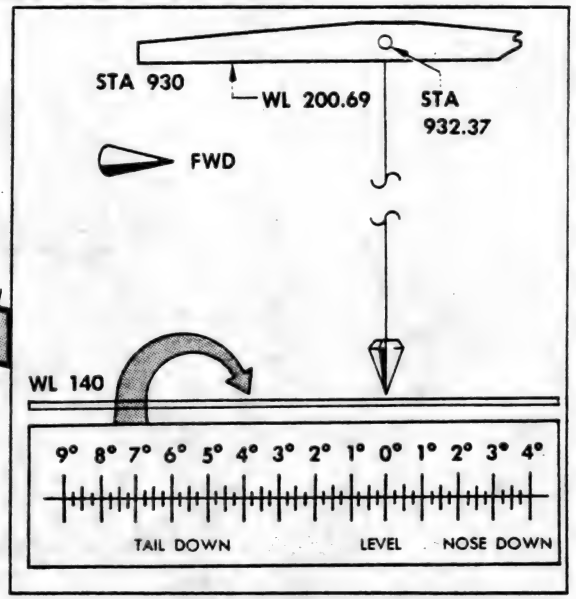


ALIGNMENT CHECK POINT LETTER	LOCATION	BODY STATION	BODY BUTTOCK LINE	BODY WATER LINE	TYPE OF ALIGNMENT POINT
N	WING	1148.970	758.640	242.907	CENTER OF CSK LOCK BOLT
P	WING	1016.301	494.546	212.533	CENTER OF CSR HI-SHEAR RIVET
T	STAB	1648.378	220.392	282.399	CENTER PUNCHED RIVET HEAD
V	WING	813.430	282.836	191.349	CENTER OF CSK LOCK BOLT
LEVELING PAD	BODY	264.00	LH BBL 16.00	170.80	
LEVELING PAD	BODY	879.50	LH AND RH 61.00	201.80	

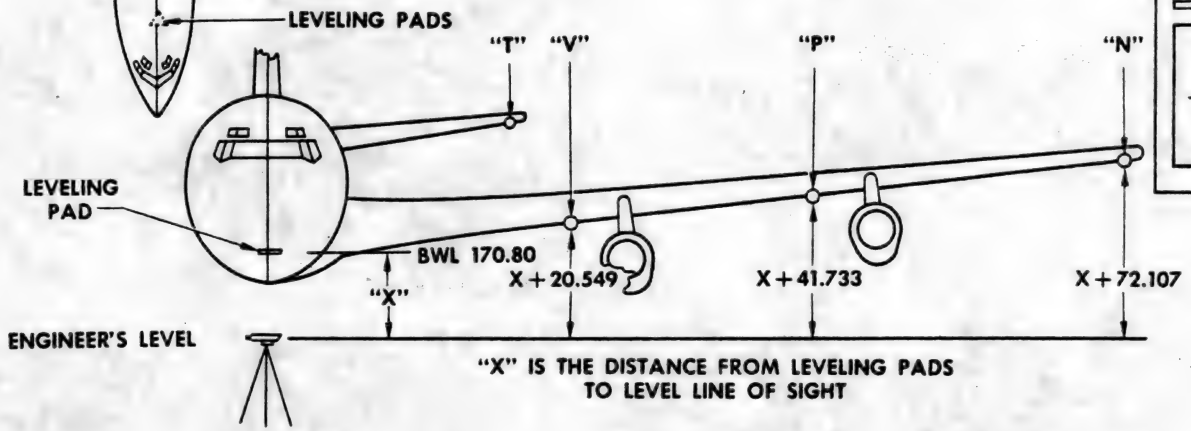
ALIGNMENT CHECK POINTS AND SURFACES

NOTE:

ALIGNMENT CHECK POINTS SHOWN ARE TYPICAL— OTHER ALIGNMENT POINTS MAY BE USED

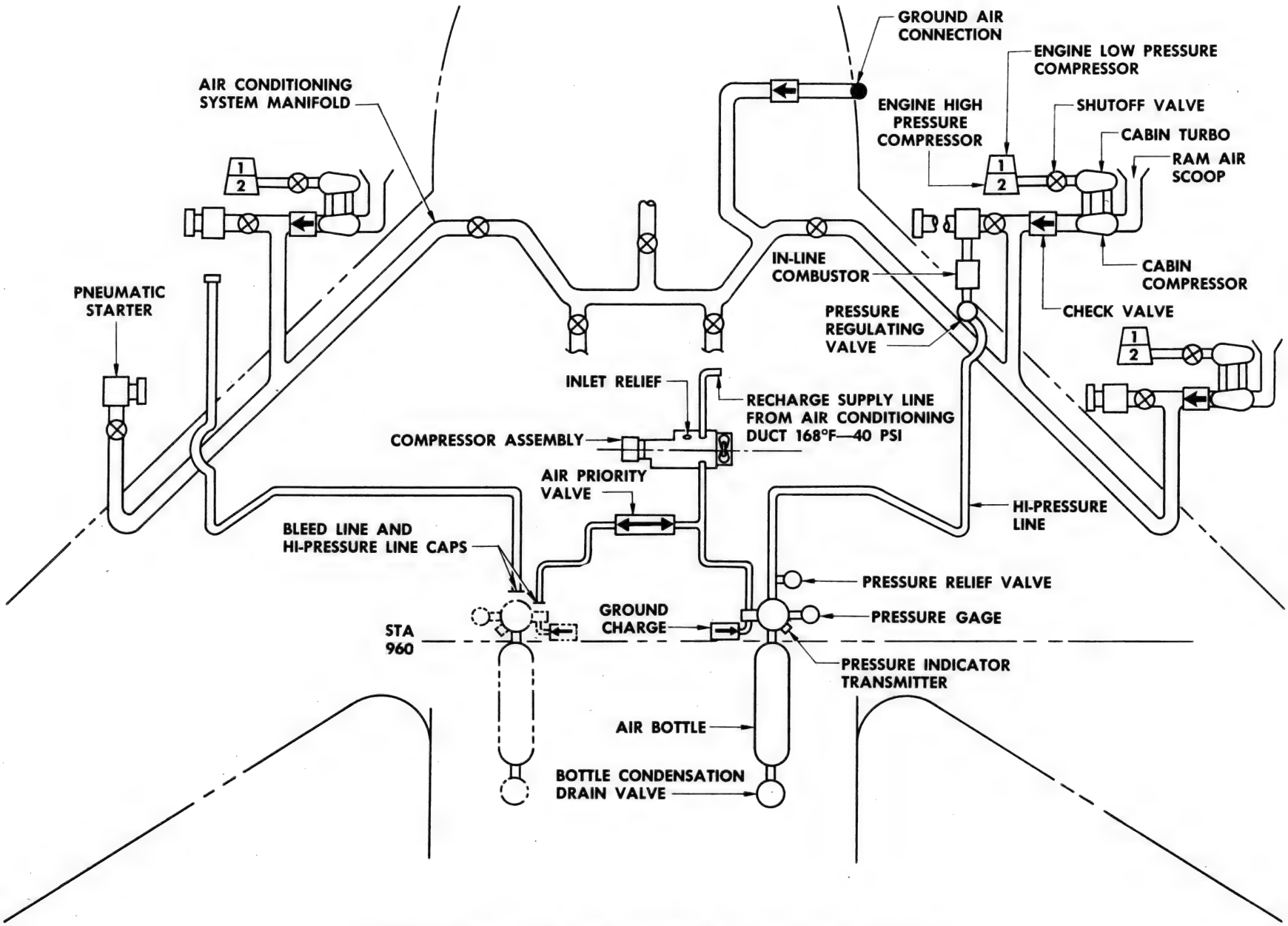


LEVELING PROVISION SCALE

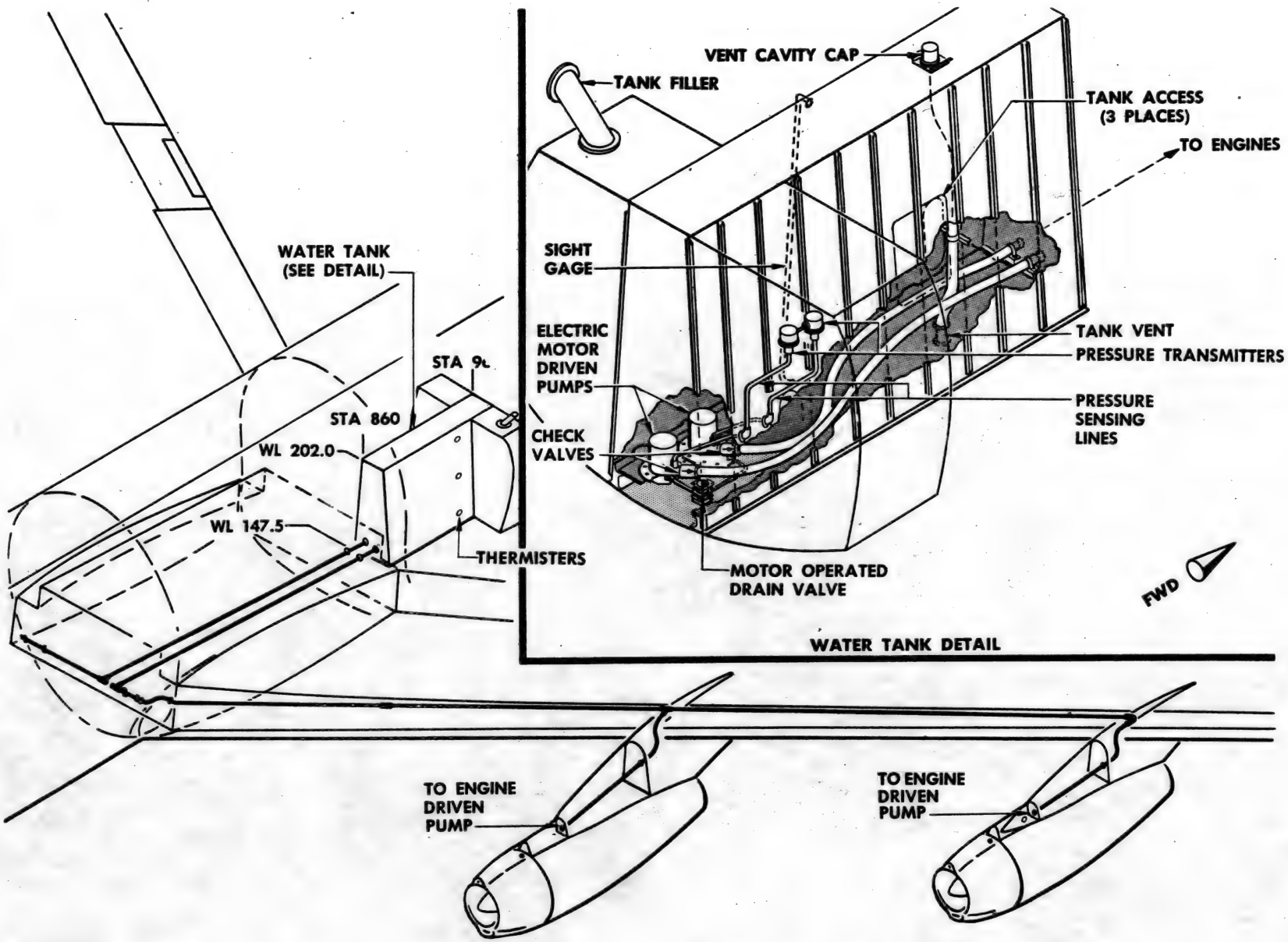


"X" IS THE DISTANCE FROM LEVELING PADS TO LEVEL LINE OF SIGHT

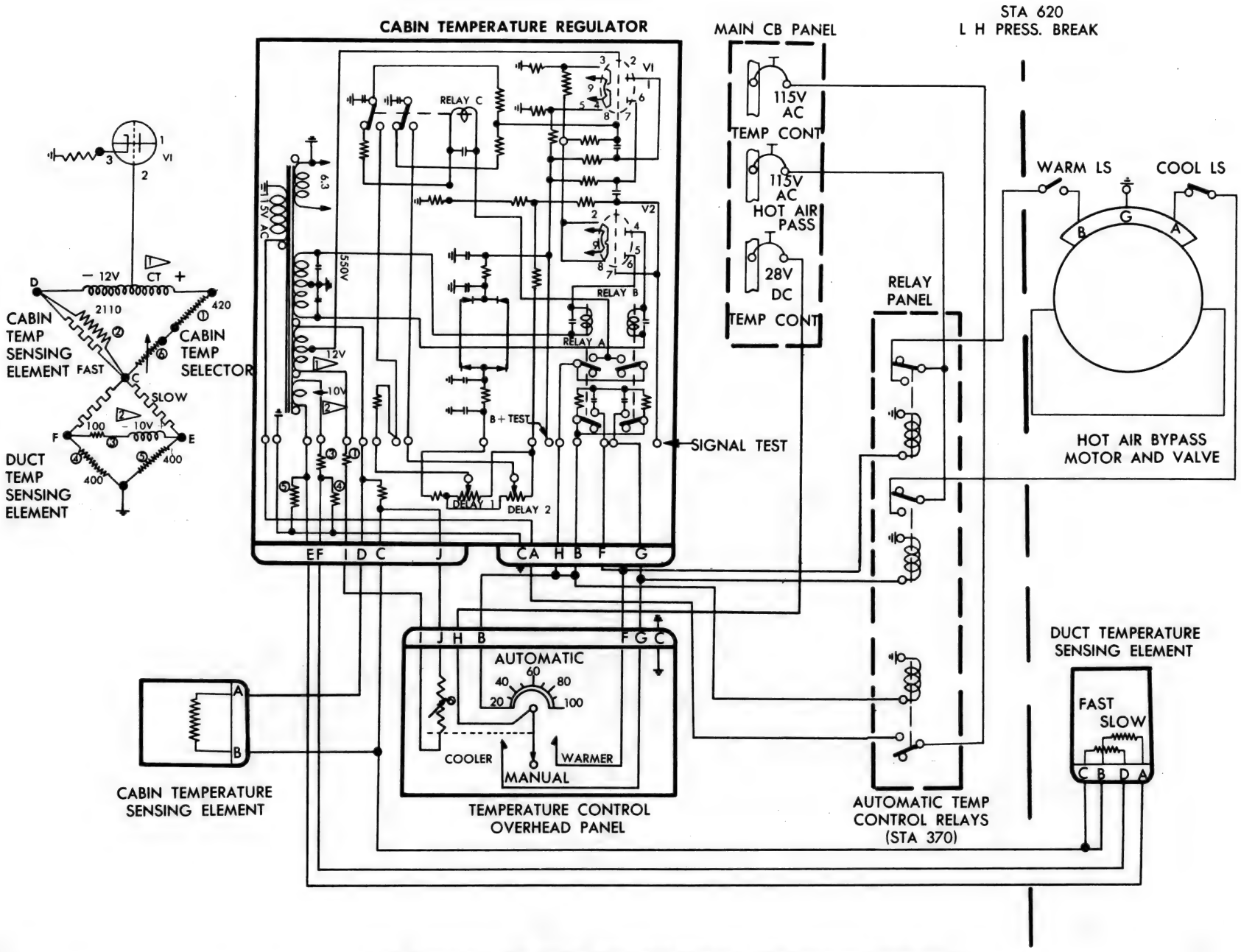
LEVELING EQUIPMENT



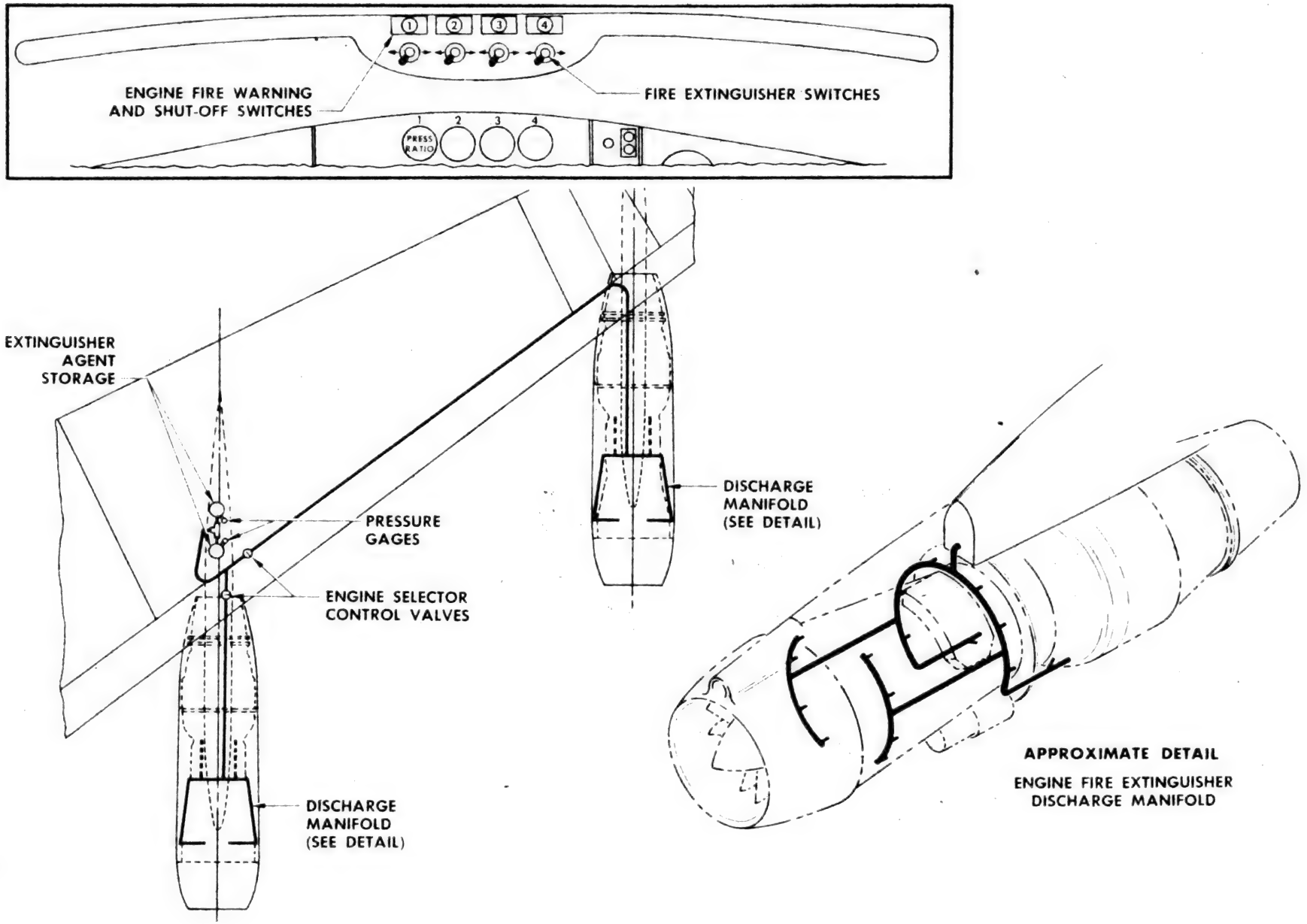
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



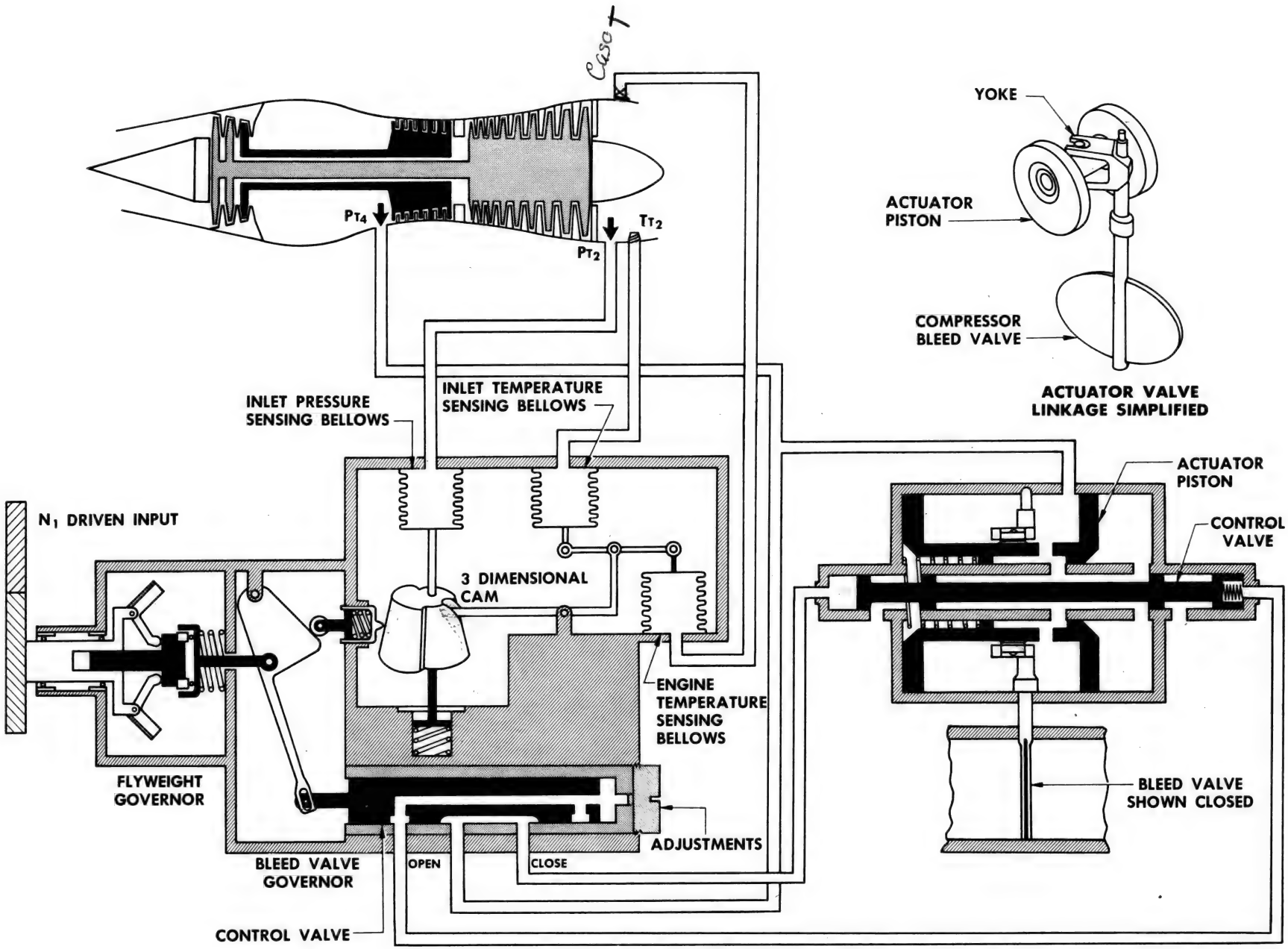
ENGINE WATER INJECTION SYSTEM



AIR CONDITIONING TEMPERATURE CONTROL CIRCUIT



ENGINE FIRE EXTINGUISHING SYSTEM



SURGE BLEED CONTROL

11-11-57 thru 11-15-57

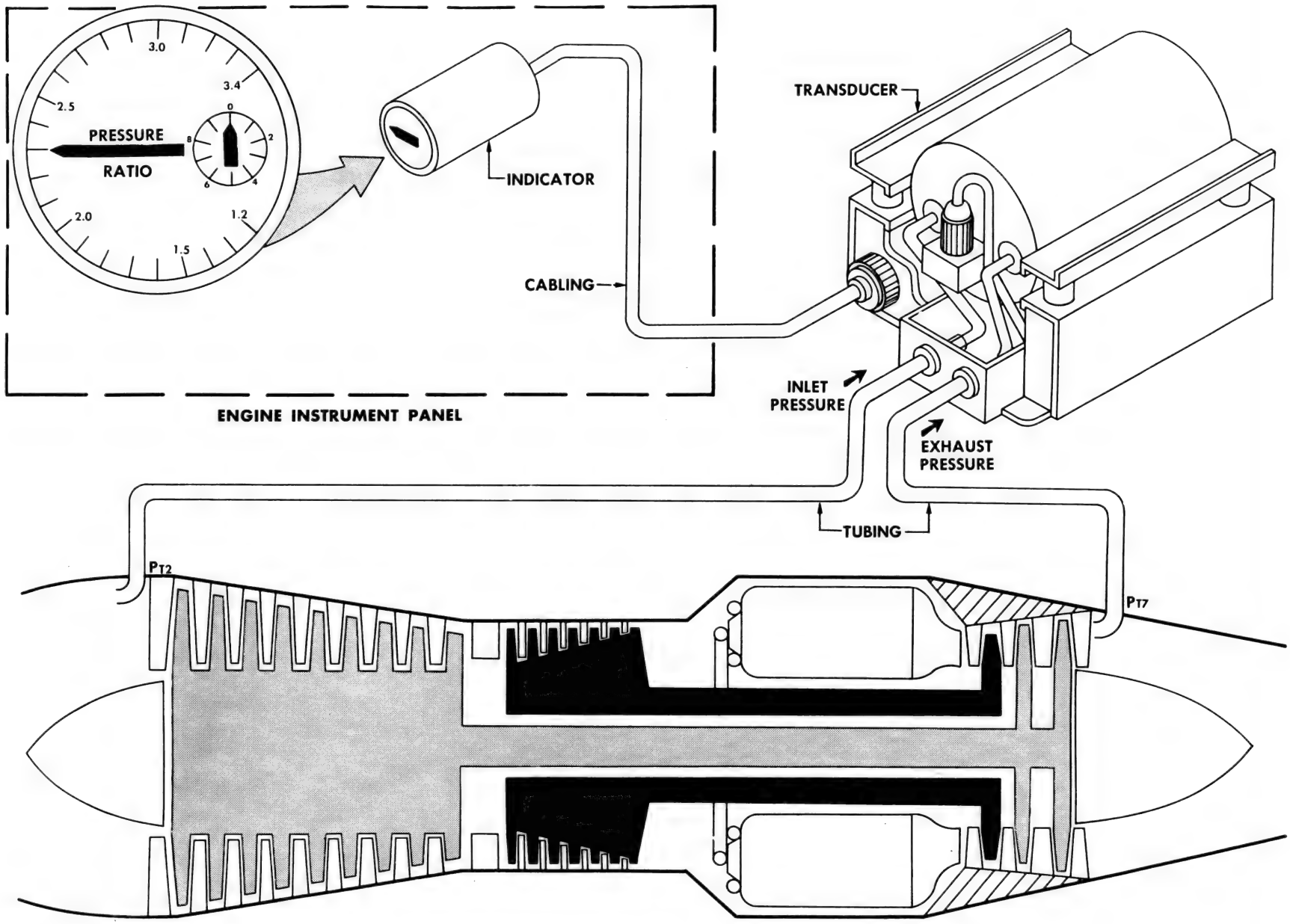
707 COMPANY TRAINING

COURSE NO. 707-002

GENERAL FAMILIARIZATION

CURRICULUM

DAY	SUBJECT	HOURS	INSTRUCTOR
Nov. 11 (Mon.)	Orientation	½	Gumtow
	Airplane General Description	½	Allen
	Structures	2	Allen
	Power Plant	5	Monchil
Nov. 12 (Tues.)	Electrical Power	3½	Sorensen
	Fuel Systems	3½	Schmidt
	Pneumatic System	1	Trimble
Nov. 13 (Wed.)	Air Conditioning and Pressurization Systems	3	Trimble
	Ice Elimination, Defogging and Rain Protection	1	Trimble
	Hydraulic (Power Supply)	1	Lyon
	Landing Gear	3	Lyon
Nov. 14 (Thurs.)	Landing Gear (Con't)	1	Lyon
	Flight Controls	3	Cole
	Autopilot	1	Cole
	Communication & Navigation Equipment	2	Norton
	Miscellaneous Systems	1	Bain
Nov. 15 (Fri.)	Miscellaneous Systems (Con't)	3	Bain
	Ground Handling and Servicing	2	Monchil
	Operation and Performance	3	Rowland



ENGINE PRESSURE RATIO SYSTEM SCHEMATIC

(a) jack points used
(b) electronic weighing cells

6. Hoisting and equipment

a. Hoisting slings and attach points

(1) Empennage attach points

(a) elevators
(b) stabilizer
(c) vertical fin

(2) Engine removal and installation equipment

(a) hoisting sling
(b) hydraulic dolly

(3) Special tools

7. Examination and review

N. Servicing — 8 Hours — 1, 2, 3, 6, 8, 9, 10, 11

1. Servicing equipment

a. Carts and trucks

(1) Fuel truck

(a) service locations
(b) pressure requirements
(c) flow rate

(2) Baggage and cargo

(a) type
(b) service location

(3) Galley cart

(a) type
(b) service location

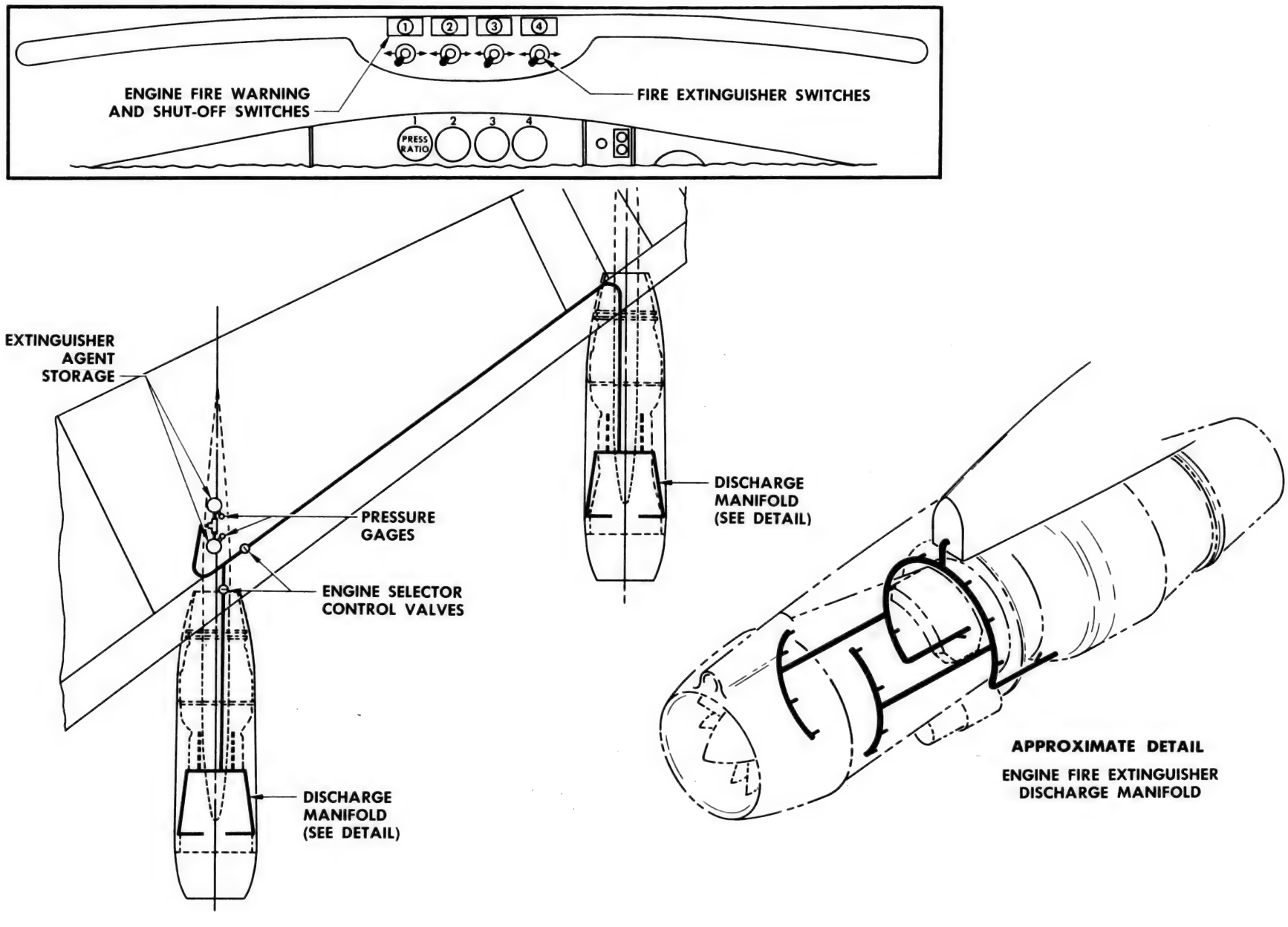
(4) Water service cart

10:30 - 11:20		Engine General	:50	
12:00	12:25	" " continued	25	mounting etc.
1225	1250	Bleed systems	25	
1250	0115	Oil Sys.	25	
0115	0140	Water Injection	25	
Break				
0200	0220	Fire Protection	15	
0220	0235	Engine Instruments	15	
0235	0250	Engine Controls	15	
0300	0325	Fuel & Ignition	25	
0325	0350	Start Sys.	25	
0350	0400	Thrust Reverser	10	

Call on thrust reverser Ken Farris's
Iver Pollard – spares 2665

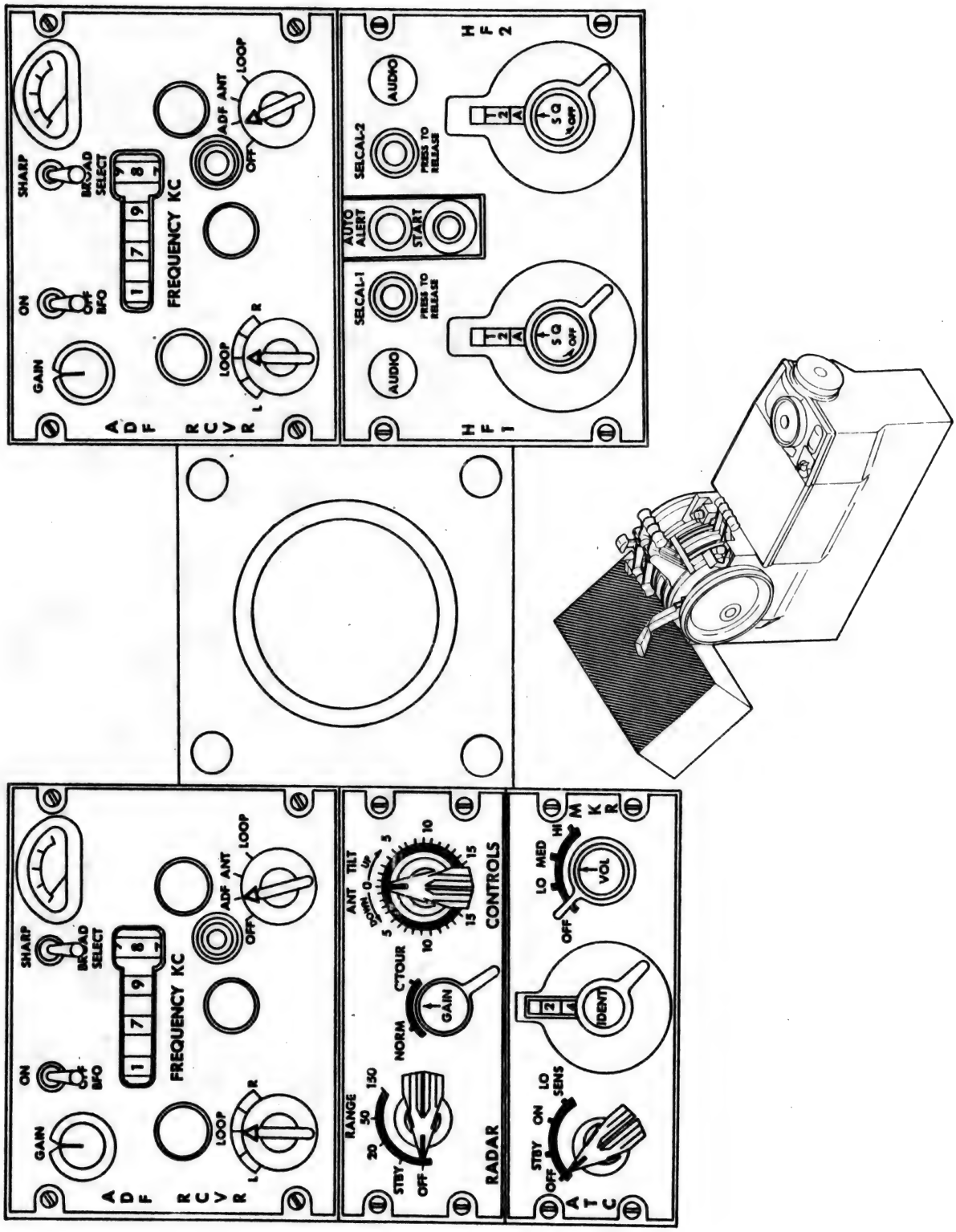
DAY	SUBJECT	TIME	INSTRUCTOR
2nd	Fuel Systems	8:00 9:30	LaViolette
	Coffee Break	9:30 9:50	
	Fuel Systems (Con't)	9:50 10:20	LaViolette
	Cabin Air Conditioning & Pressurization Systems	10:20 12:30	Spicer
	Lunch	12:30 1:30	
	Ice Elimination, Defogging and Rain Protection	1:30 2:30	Spicer
	Hydraulics	2:30 2:50	Smith
	Break	2:50 3:00	
	Landing Gear	3:00 4:00	Smith

ATA 100 for use in setting up
trouble shooting charts

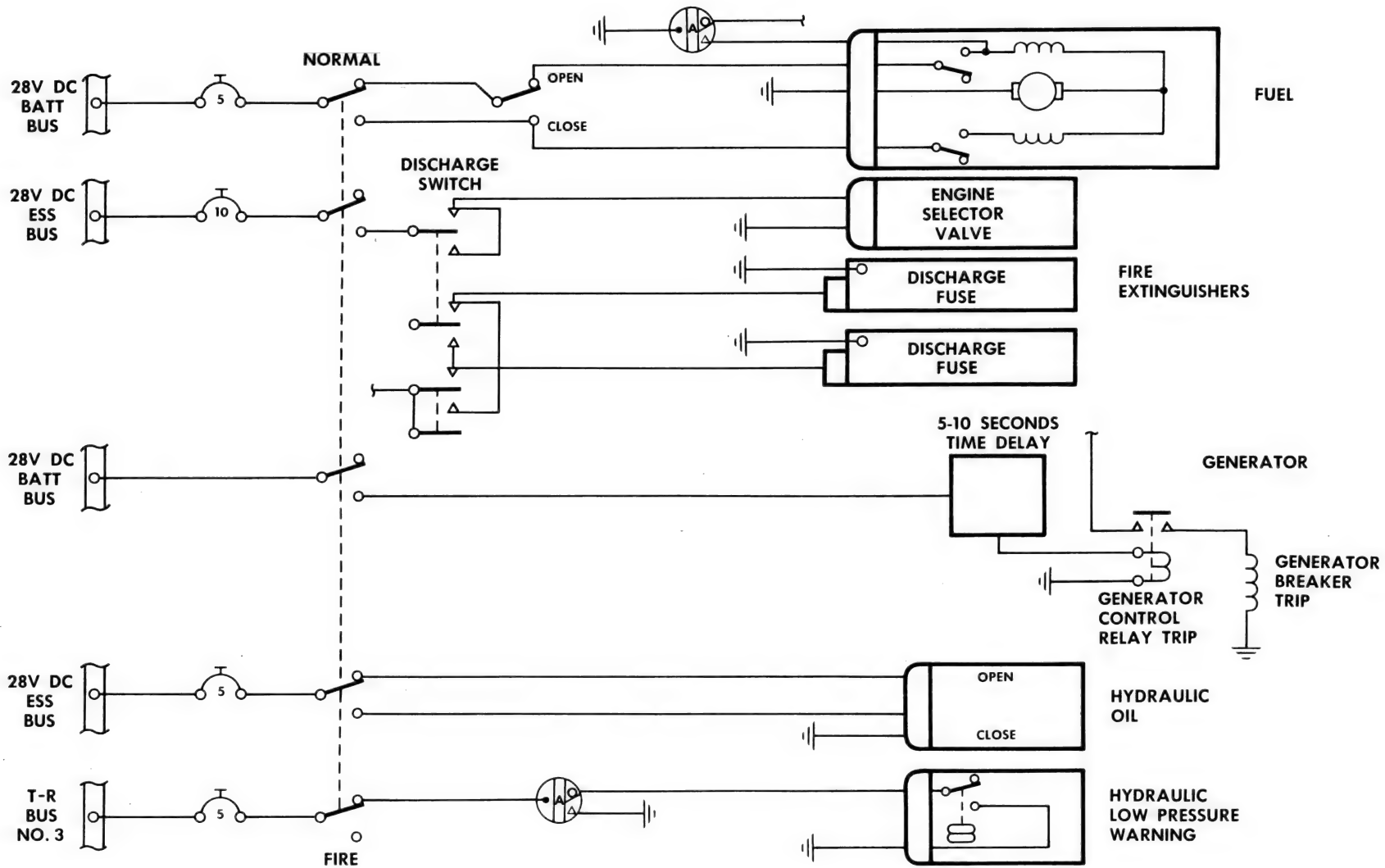


ENGINE FIRE EXTINGUISHING SYSTEM

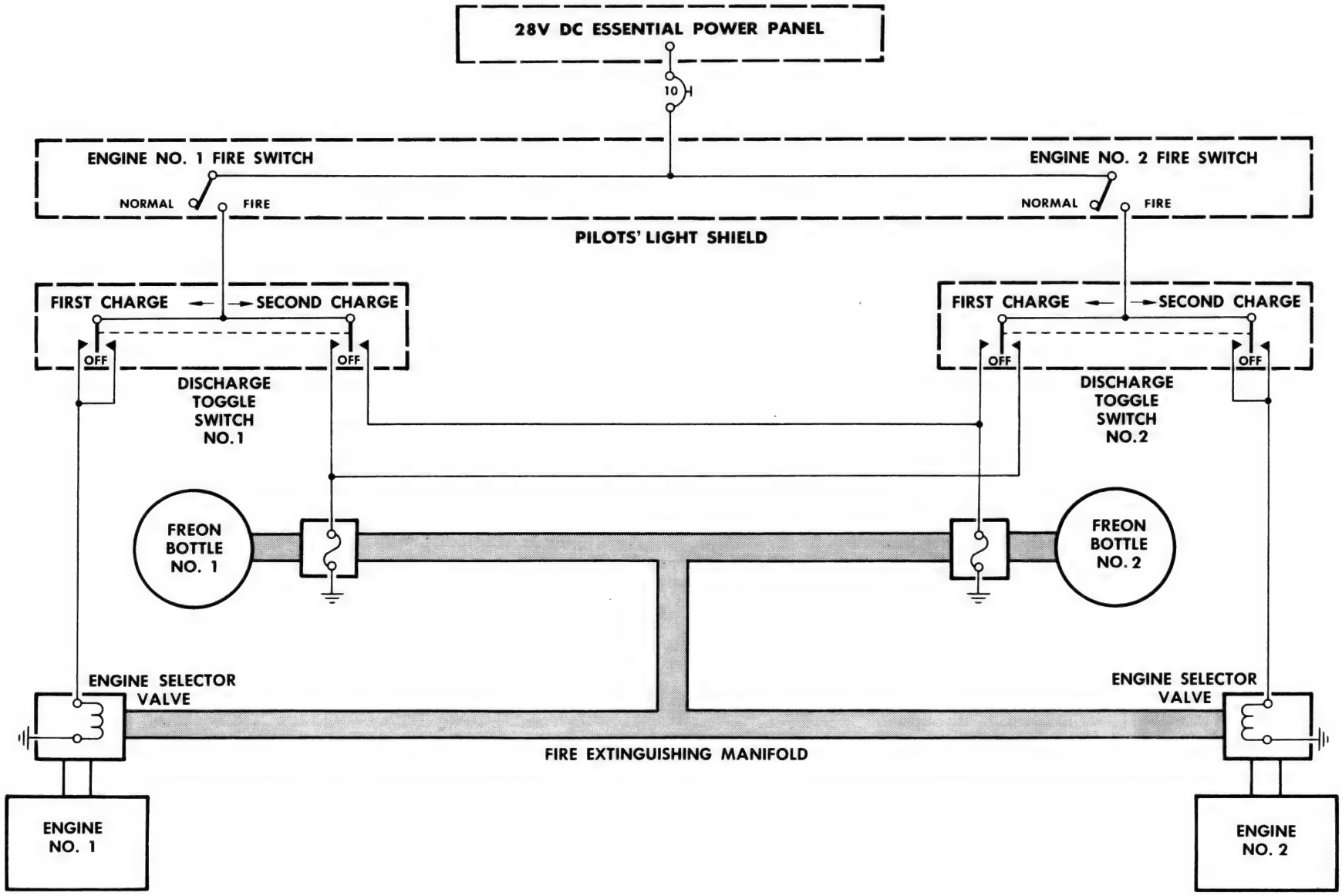
12-26-2 rev B



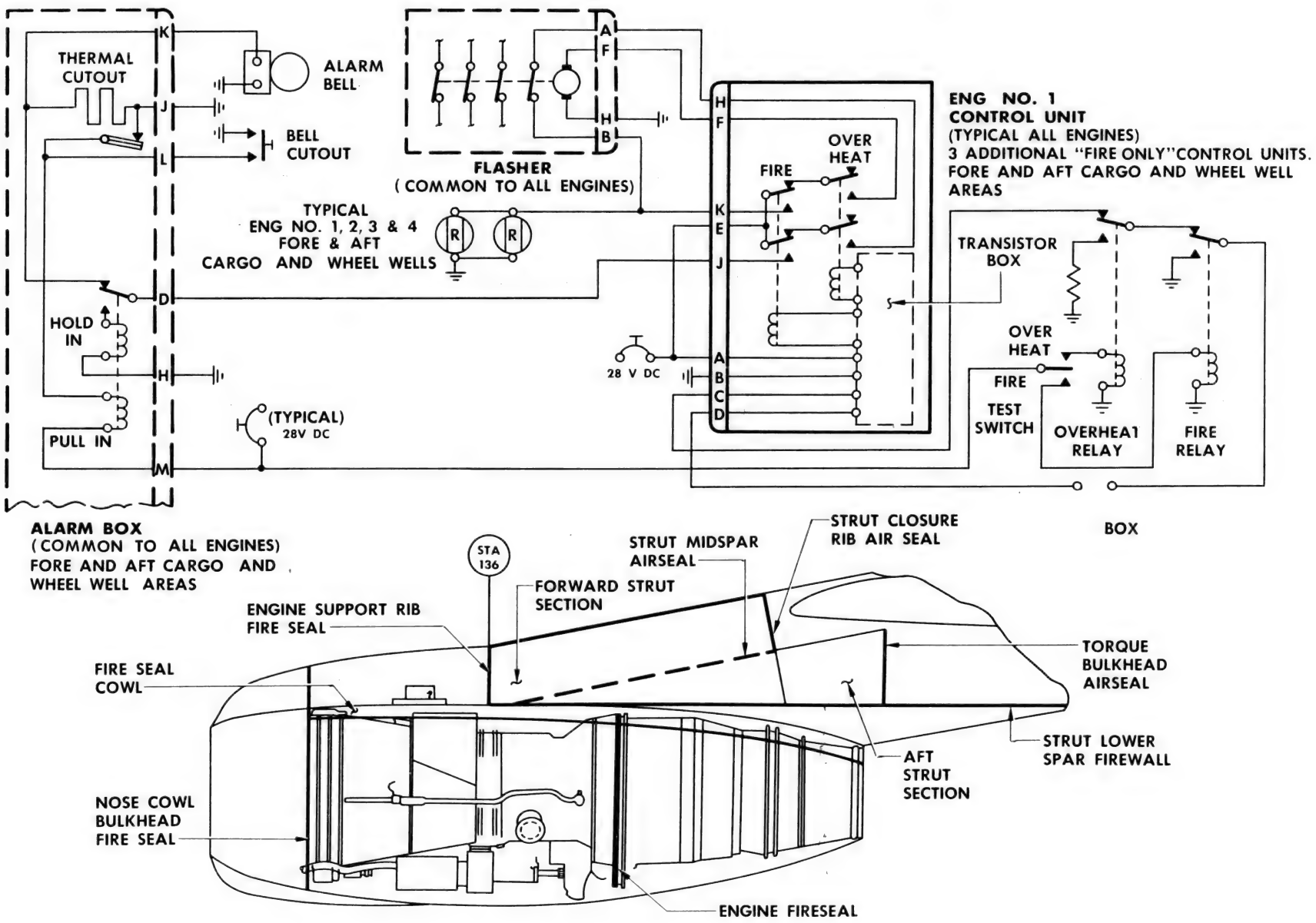
Forward Electronic Control Panel
Figure 1



ENGINE FIRE SWITCH SCHEMATIC

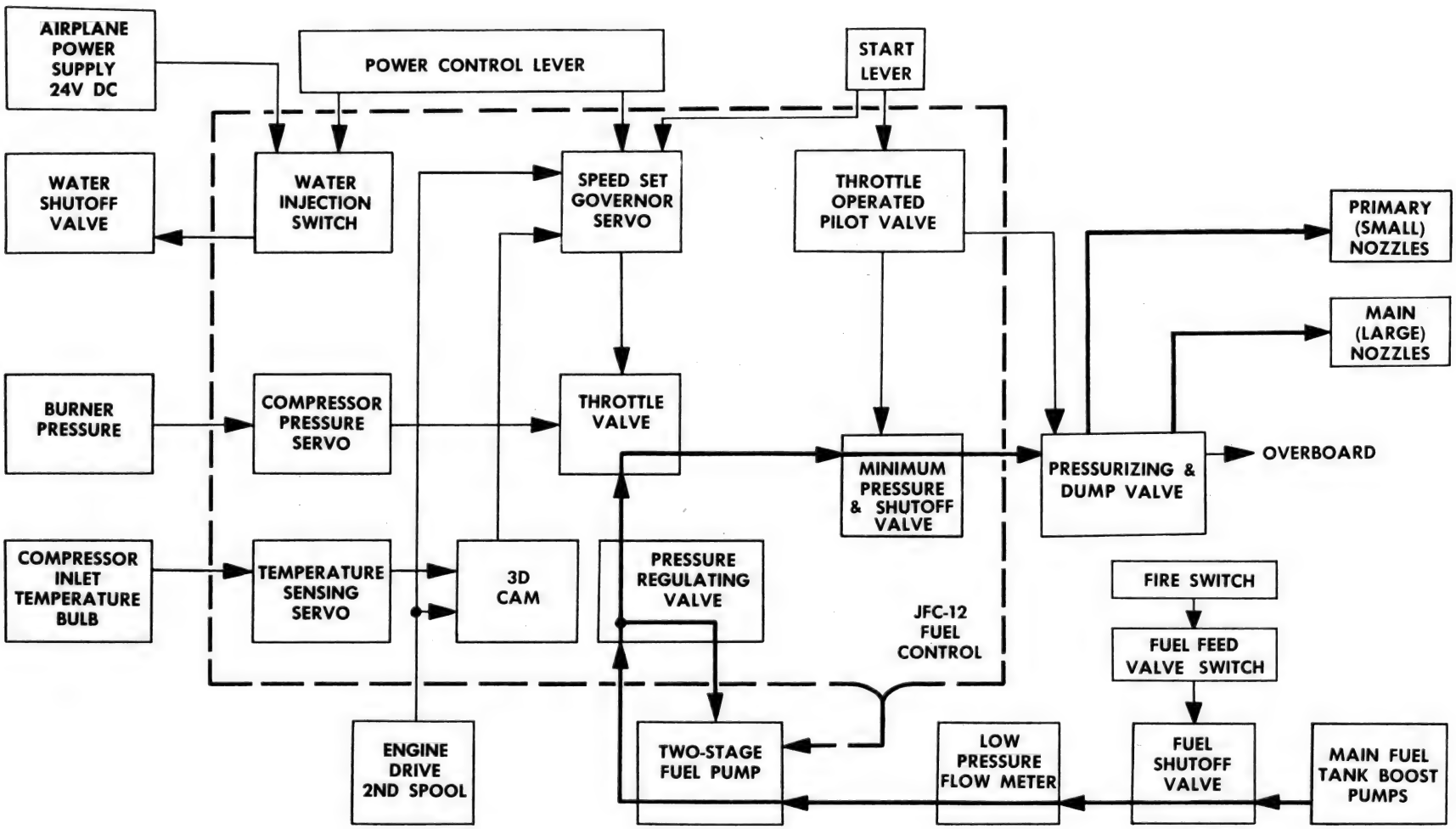


ENGINE FIRE EXTINGUISHING SYSTEM CONTROL



ENGINE FIRE DETECTOR

Is this
anything
interesting to you?
It was in garage.
M. H.



ENGINE FUEL SYSTEM BLOCK DIAGRAM cancelled

X ← ART ORDER WRITTEN
X ← TRANSPARENCY RELEASED

A ← CHANGE ART ORDER WRITTEN
A ← LATEST RELEASED CHANGE ART ORDER

121 ← USE THIS AIRLINE TRANSPARENCY

PU — ORIGINAL PASTE-UP
BROCH — FOR BROCHURE
SL — FOR SERVICE LIAISON

ART ORDER NUMBER	SECTION 80 STARTING	PAA 121	AA 123	CAL 124	TWA 131	QEA 138	CUB 139	VARIG			BNF 227			PAA 321	AF 328	SAB 329	TWA 331	LUFT 430	BOAC 436	AII 437
80-1	Engine Fuel - Air And Pneumatic Starter System	PU B B																		
80-2	Engine Start Circuit	PU A A																		
80-3	Engine Pneumatic Starter Control System	PU A A																		
80-4	Air Turbine Starter	PU X X																		
80-5	Starter Clutch Schematic	PU A A																		
80-6	Combustion Starter Air Distribution	PU A X																		

REV 11-15-57 11-26-57

[X] ← ART ORDER WRITTEN
X ← TRANSPARENCY RELEASED

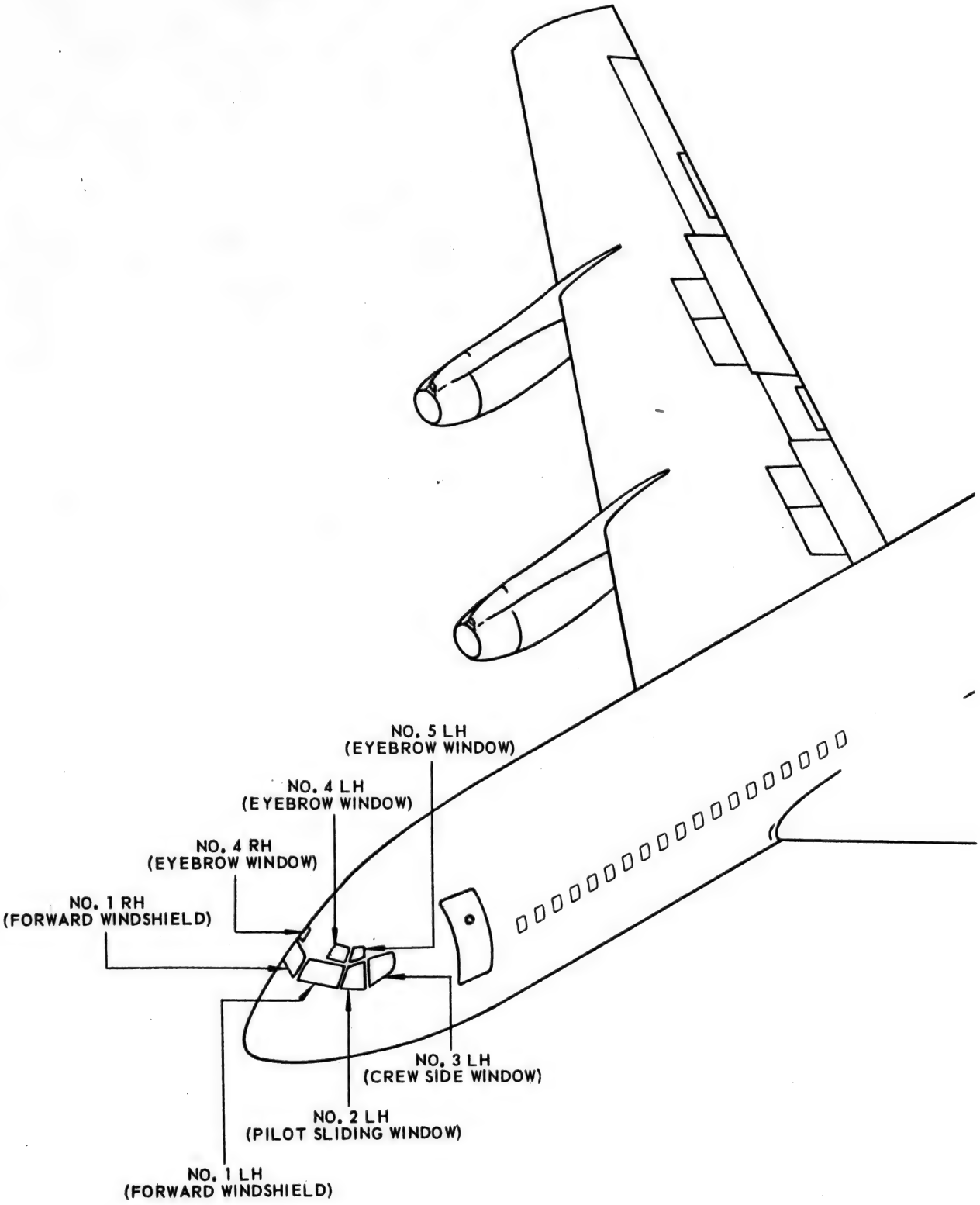
[A] ← CHANGE ART ORDER WRITTEN
A ← LATEST RELEASED CHANGE ART ORDER

[121] ← USE THIS AIRLINE TRANSPARENCY

PU — ORIGINAL PASTE-UP
BROCH — FOR BROCHURE
SL — FOR SERVICE LIAISON

ART ORDER NUMBER	SECTION 12 SERVICING	PAA 121	AA 123	CAL 124	TWA 131	QEA 138	CUB 139	VARIG			BNF 227			PAA 321	AF 328	SAB 329	TWA 331	LUFT 430	BOAC 436	AII 437
12-1 12-1-6 FIG 202	Typical Terminal Servicing Arrangement	PU [C] C	PU [B] B	[X] SL X	[ ] BROCH	[ ] BROCH	[ ]	[ ]	[ ]	[ ]	[X] SL X	[ ]	[ ]	[A] SL	[ ] BROCH	[ ] BROCH	[B] SL B	[X] SL X	PU [X] X	[ ] BROCH
12-2 〃	Walkways, Access Doors and Inspection Openings - Top View	[ ] BROCH	[ ]	[ ]	[ ] BROCH	[ ] BROCH	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ] BROCH	[ ] BROCH	[ ]	[ ]	PU [X] X	[ ] BROCH
12-3 〃	Access Doors and Inspection Openings - Bottom View	[B] B	[ ]	[ ]	[ ] BROCH	[ ] BROCH	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ] BROCH	[ ] BROCH	[ ]	[ ]	PU [X] X	[ ] BROCH
12-4 ——	Four Point Refueling Requirements	PU [X] SL X	[X] X	[ ] SL X	[X] SL X	[X] SL X	[ ]	[ ]	[ ]	[ ]	[X] SL X	[ ]	[ ]	PU [X] SL X	[A] SL A	[X] SL X	[A] SL A	[X] SL X	[X] SL X	[X] SL X
12-5 ——	Cabin Temperature VS Time - Chrysler Air Temperature (22 Ton)	PU [X] SL X	[X] X	[X] SL X	[X] SL X	[X] SL X	[ ]	[ ]	[ ]	[ ]	[X] SL X	[ ]	[ ]	[X] SL X	[X] SL X	[X] SL X	[X] SL X	[X] SL X	[X] SL X	[X] SL X
12-6 ——	Cabin Temperature VS Time - GTCP 185 Pneumatic Cart	PU [X] SL X	[X] X	[X] SL X	[X] SL X	[X] SL X	[ ]	[ ]	[ ]	[ ]	[X] SL X	[ ]	[ ]	[X] SL X	[X] SL X	[X] SL X	[X] SL X	[X] SL X	[X] SL X	[X] SL X
12-7 ——		[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
12-8 ——	Typical Terminal Service - Left Side	PU [X] X	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
12-9 ——	Typical Terminal Service - Right Side	PU [X] X	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
12-10 ——	Tire De-Mounting Tool	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	PU [X] SL X	[ ]	[ ]	[X] SL X	[X] SL X	[X] SL X
		[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

REV 11-13-59 12/2/59



Control Cabin Windows Location Diagram
Figure 1

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f-4683

SE 4951

GinTer 363

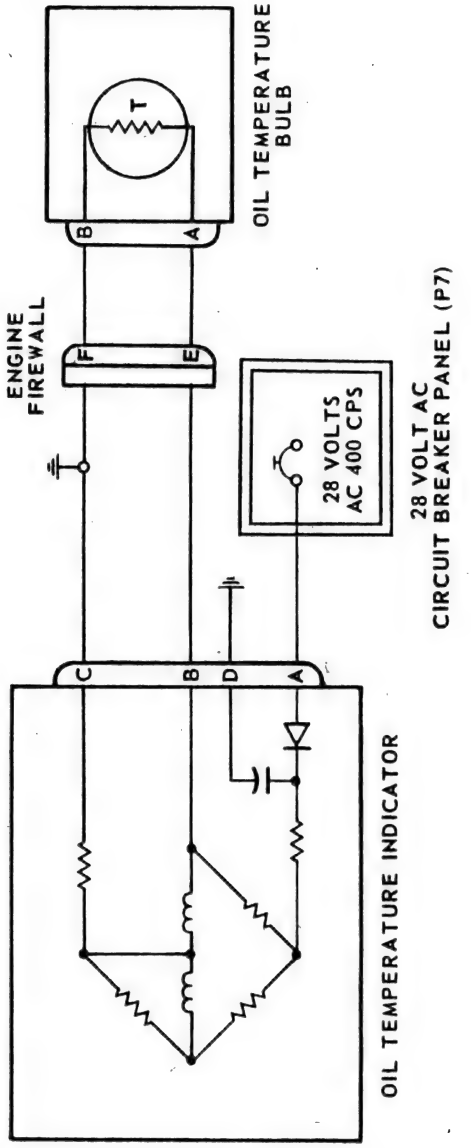
Scott Hinkley

L.E. Buchart

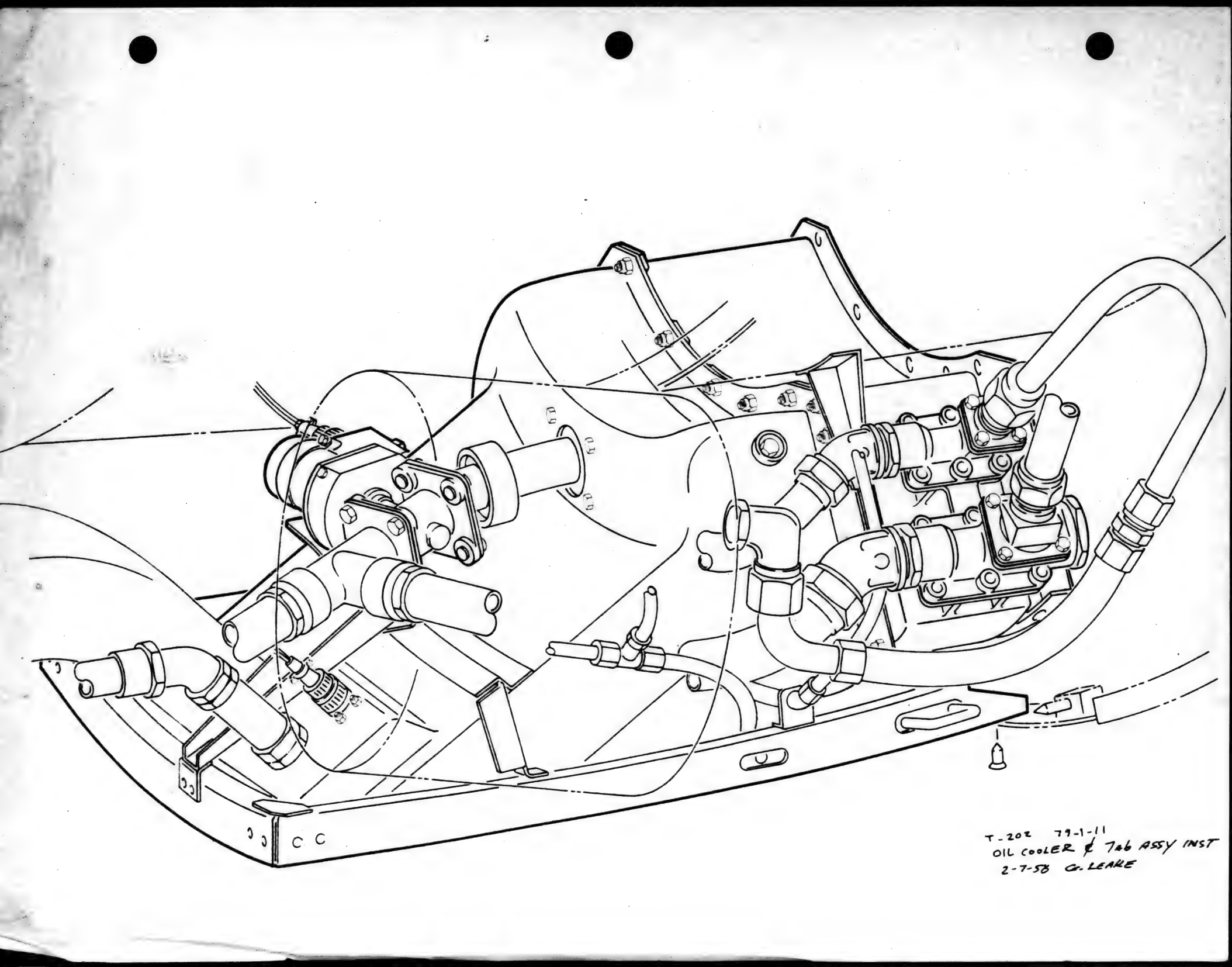
8
f-3561

$\frac{125}{2}$ 625

$5/16 = \begin{array}{r} 250 \\ .625 \\ \hline 31250 \end{array}$



Oil Temperature Indicating System Schematic
Figure 1



T-202 79-1-11
OIL COOLER & TAB ASSY INST
2-7-58 G. LEARE

707 NOT AFFECTED P.S. ~~707 REVIEW REQD~~ NOT PROCESS 8-97

MODEL: KC-135		DWG. REC. CLK: 5/6-20-57	BOEING AIRPLANE COMPANY
DRAFTED: R-MATTESON	1/8/57	RELEASE: RR 6/20/57	ADVANCE DRAWING CHANGE NOTICE
CHECKED: H.D.DARTON	1/3/57	B/P GROUP: ROHR ENGRG	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS: [illegible]	1/9/57	REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED: [illegible]		PROD. INFO.	REASON: COMPLETION OF BASIC DESIGN.
APPROVED: [illegible]	1/9/57		

ISSUE NO.	DWG. TITLE: INJECTOR VALVE INSTALLATION OF COOLER		
D	ADCN	DRAWING NO.	SHT.
PRR 9500	R-1	50-6381	—
CHG. NO.			
SEC. NO. 76			
55-3121 & ON KC135			
CHG. EFF.			

PARTS LIST ZONE	REPLACES -1	50-6381	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
NEW	✓		1	5140-534-001-10	O'RING (BAC-G10U-10)	C8	PARKER APPLIANCE CO CLEVELAND, OHIO OR EQUIV				
NEW	✓		1	AN814-10DL	PLUG	C8					
NEW	✓		1	66-2429	CAP	B7					
NEW	✓		4	AN3-5A	BOLT	B7					
~~15~~	~~✓~~	~~✓~~	~~4~~	~~AN363-1032~~	~~NUT SELF LOCKING~~	~~C8~~					
~~26~~	~~✓~~	~~✓~~	~~1~~	~~5140-97-17~~	~~GASKET O'RING BAC-G-10T-17~~	~~B7~~					
26	✓	✓	1	5140-97-17	GASKET O'RING (BAC-G-10T-17)	B7					
NEW	✓	✓	4	H10-1032	NUT-HEX LIGHT WT. (BAC-N10BY-53)	C8		*			
NEW	✓	✓	4	H10-428	NUT-HEX, LIGHT WT. (BAC-N10BY-54)	C8		*			
16	~~✓~~ ✓	~~✓~~ ✓	~~4~~ 8	AN363-428	NUT SELF LOCKING	A7					
NEW	✓	✓	4	AN4-20A	BOLT						
~~13~~	~~✓~~	~~✓~~	~~8~~	~~AN4-21A~~	~~BOLT~~	~~A7~~					
13		✓	4	AN4-21A	BOLT	A7					

DESIGNED BY BASTOW 2/15/57 CHECKED 2/23/57 APPROVED

☒ PASSED ☒ KC-135 ☐ 707

CANCELS ADCN 4 & 5

(ADCN 5 ROHR NOT RELEASED)

REASON: TO CORRECT PARTS LIST, ELIMINATE INTERFERENCE WITH BY-PASS, & COMPLETE BASIC DESIGN. (ENGR. ERROR)

REVISE PARTS LIST AS SHOWN ABOVE.

* THIS CHG INCOMPLETE WITHOUT ADCN R-2 ON 50-6381

* THE KAYNAR COMPANY, 820 EAST 16TH ST. LOS ANGELES 21, CALIF. (OR EQUIV).

COMPLETGD INSTL SATISFACTORY. PLANNING IN ACCORD. O. P. ITEM.

* ADCN REF. ONLY.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

C-R5

2-7000

8-80 IT

MODEL 707		7-10-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED EARL RILEY		7-11-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED [illegible] 7/11/57		7-11-57 CB B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
[illegible]		AIR COND. REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED Douglas Aft.			REASON: TO BRING DRAWING UP TO DATE
APPROVED R C Hage	7-2-7	PROD. INFO.	

A	DUCT INSTL TAI & CAC SYSTEMS OUTBOARD STRUT		
ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 10747 ~~CHG. NO.~~	3	50-8252	1
SEC. NO. 74.			
1-199			
301-1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	-1	50-8252	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
A3		✓	✓	1	~~65-2016-7~~	~~DUCT-ASSY OF~~	C 6					
	65-2016-7	✓	✓	1	65-2016-12	DUCT-ASSY OF	C 6					

CHANGE P/L AS SHOWN ABOVE
IN ZONE A-6 & C-6 CHANGE PICTURE CALL OUT FROM ~~65-2016-7~~ TO 65-2016-12 IN BOTH VIEWS

				WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
						TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									

ADCN 1-11-57 CB

BAC 924 E-R3

2-7000

DISCUSSION

The reported structural defects are most concentrated in areas subject to high jet engine noise levels and jet buffeting, which are the lower surface and trailing edge of the wing. The inboard and outboard ailerons are located in line with the engines, and their control tabs are the most troublesome structural components. This is further substantiated by analyses of AFM 66-1 malfunction and man-hour expenditure rates per square foot of projected structure surface (references c and f). These analyses were based on data from the whole KC-135 fleet.

A previous summary and analysis of the reported structural defects on the 707-100 series airplanes (reference d) shows a marked contrast with the above observation in that no particular areas of malfunction concentration can be discerned. Very few reports of structural defects in areas of high jet engine noise levels were received on the 707, except for honeycomb delamination which will be discussed separately. However, it is felt that malfunctions similar to those reported on the KC-135 are occurring in these areas, but to an extent reduced by the less severe sonic environment on the 707 as follows:

1. Engine noise is attenuated by sound suppressors. This lowers the sound pressure levels on the control surfaces by at least 6 db in the lower frequency ranges that are the most damaging to structure.

2. Take-off and initial climb are usually made at lower EPR settings, and water injection is not so frequently used.

3. Engine running time on the ground is less than on the KC-135 because of differences in procedures. KC-135s are subject to considerable dry and wet trimming and high powered ground engine running during practice alerts.

In addition, many of the malfunctions experienced on the 707 have probably been attributed to normal wear and tear and are not reported after the warranty runs out. It is noteworthy that nearly all of the structural malfunctions on the KC-135 are of a nuisance type which are principally repaired during postflight and periodic inspections. Similarly such minor malfunctions on the 707 are not usually corrected on the flight line, and since they do not usually affect flight scheduling or flight safety are not brought to the attention of the Field Service Engineers and we do not hear of them.

Service experience of about 330,000 fleet hours on the KC-135 has shown that its basic structure, apart from the main landing gear support structure, has been relatively free from major trouble. Initial problems, such as the cracking of splice plates, aft body skin and tailcone, led to design changes or modifications early in the program, and were eliminated before serious hazard or maintenance man-hour expenditure developed. Minor nuisance malfunctions, which account for a good deal of the total maintenance man-hour expenditure, have been generally attributed to engine vibration, noise, and jet buffeting. The latter may be the most important contributor to structural malfunction in the jet wake as high speed films taken during the sonic fatigue test showed heavy racking and buffeting of the inboard ailerons. A decline in the reported honeycomb malfunctions which has been evident for some time is considered to be due to the introduction of nonperforated honeycomb.

Analysis of the 707 service experience (reference d) indicated a marked similarity in honeycomb malfunctions. Honeycomb sandwich construction, particularly the nonperforated type, has demonstrated good sonic fatigue resistance on the 707, on which some control surfaces are known to have exceeded 5,000 hours without malfunction. This is because of its good characteristics for dissipation of sonic energy and resistance to vibration, since it gives a structure with higher natural frequencies than conventional structure (reference h). It is therefore less susceptible to damage in the frequency range of the 150 to 600 cps duo-octave band, in which jet engines have a definite tendency to concentrate more power (reference g).

It should be noted that the effect of various modifications on the malfunction frequency is not separately reflected in the table and figures presented. They deal with the overall malfunctions reported since first delivery.

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G. P. Kersten

Approved by W. Bruce Dalrymple
W. Bruce Dalrymple

GPK:ah

cc: E. A. Anderson
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R. M. Carlson
B. L. Carter
B. A. Cosgrove
L. E. Craig
C. R. Cunningham
M. A. Disotell
R. T. Dixon
D. R. Donaldson
P. B. Donaldson
J. E. Barfoot
L. T. Goodmanson
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R. F. Pfafman
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Paul Schumacher
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J. E. Steiner
W. C. Storey
H. H. Tubbs - Wichita (2)
J. R. Watney
E. L. Webb
A. H. Webber
J. E. Miles

References:

(a) Service Analysis-Reliability Unit Coordination Sheet 61-4, dated February 20, 1961, Analysis of KC-135 Aluminum Honeycomb Malfunctions Reported Prior to January 1, 1961

(b) Service Analysis-Reliability Unit Coordination Sheet 61-1, dated January 4, 1961, KC-135 Main Landing Gear Malfunction History to Assist in the 731-476L Design

(c) Service Analysis-Reliability Unit Coordination Sheet 60-160, dated November 9, 1960, KC-135 Analysis of AFM 66-1 Data for January through April 1960

(d) Service Analysis-Reliability Unit Coordination Sheet 60-116, dated August 31, 1960, 707-100 Series Structural Malfunctions

(e) Service Analysis-Reliability Unit Coordination Sheet 60-45, dated June 2, 1960, Malfunctions and Unscheduled Removals of Honeycomb Parts with Metallic Core in Nonpressurized Areas

(f) Service Analysis-Reliability Unit Coordination Sheet 60-23, dated April 11, 1960, KC-135 Analysis of AFM 66-1 Data from Castle and Offutt Air Force Bases

(g) Boeing Document D-17130, Review of Testing and Information on Sonic Fatigue, dated March 7, 1957

(h) Kazimi, M. I., Sandwich Cylinder, Part I - State of the Art and Advantages of Sandwich Construction. Aerospace Engineering, Vol. 19, No. 8, August 1960, pp. 32-37

Attachments:

I - KC-135 In Service Action Items, October 1960, page 22, Lower Wing Skin Problem. A brochure prepared by the Military Service Unit for presentation to military personnel at SAC bases

II - KC-135 In Service Action Items, December 1960, pp. 38 and 39, Aileron Tab Bearings

III - KC-135 In Service Action Items, December 1960, pp. 12-13, Leading Edge Skin Problem

IV - KC-135 In Service Action Items, October 1960, page 36, Inboard Aileron Tab

attachment to give more positive screw retention and seems to have solved the problem. The number of reported loose or sheared fasteners (8%) is not considered excessive as they occurred mainly in the balance panels. AFM 66-1 data reveal that loose bolts, nuts and screws are one of the most prevalent malfunctions being experienced in the KC-135.

C. Distribution of Malfunctions as Related to Sound Pressure Level

Eight different malfunction types have been assigned symbols for identification as shown in the summary table.* Each primary structural malfunction has been indicated by the assigned symbol at its approximate location on Figures 1, 2 and 3 (page 12 and on) which respectively are diagrams of the KC-135 left wing, left stabilizer and vertical fin.

In a more detailed analysis, which is not included for brevity, the malfunctions on the left and right wing and stabilizers were separately plotted, but no significant difference was detected. About 95% of the surface malfunctions (skin cracks, delaminations and loose skin fasteners) occurred on the lower surface. Malfunctions on both left and right wings and horizontal stabilizers are shown on the left hand components on Figures 1 and 2, and no distinction is made between malfunctions occurring on the upper or lower surface; nor are those occurring on interior parts distinguished in any way.

Figures 4, 5 and 6 (page15 and on) show 25 by 25 inch matrices within the outlines of the wing, horizontal stabilizer and vertical fin, respectively, on which the number of malfunctions occurring in each unit area have been shown. Lines of constant sound pressure level, measured on a static KC-135 at full wet power, are shown on an isometric sketch of the KC-135 on Figure 7 (page 18) and have been superimposed on the matrices.

Figure 4 indicates that structural defects on the wing are heavily concentrated in areas behind the engines where control surfaces are subject to high jet engine noise levels and jet gas buffeting; frequency of occurrence increasing with noise intensity toward the trailing edge. Figures 8 and 9 (pp. 19 and 20) show lines of constant sound pressure level at full wet and dry power, respectively, on the wing lower surface and the relative location of the various control surfaces. These figures show that the wing control surfaces experience approximately a 5 db higher sound pressure level than contigous wing structure at full dry or wet and presumably at all power settings. They also show that aileron tabs are always exposed to the highest sound pressure levels and are by far the most troublesome components of their structure type.

Figures 5 and 6 indicate a fairly constant sound pressure level for a given power setting on all of the empennage and further that structural defects are predominant on the tabs and trailing edges. These components on both empennage and wing are of necessity of light construction, which apparently does not give sufficient resistance to fatigue.

*Page 11

ENGINEERING SERVICE ANALYSIS RELIABILITY UNIT

Coordination Sheet: 61-5
Date: March 14, 1961
Model: KC-135

To: A. C. Larsen
J. A. Wallen

cc: See Page Nine

Subject: KC-135 Structural Malfunctions and Their Relation to Engine Noise, Vibration and Jet Buffet.

References: See Page Ten

SUMMARY

During nearly four years and 330,000 hours flown by 430 KC-135 aircraft, major structural malfunctions (neglecting the landing gear and its support structure) have been few. They were:

1. Cracking of lower wing to center section splice plates occasioned by rework and fit up stresses from distortion during heat treatment. The change from four to nine splice plates has so far been entirely effective.

2. Cracking of the aft body skin found during the structure endurance test at full wet power, which was overcome by installing two inch wide external circumferential tear stopping and stabilizing bands.

3. Cracking of the forward boost pump support forging has been attributed to stress corrosion caused by residual stresses in the forging, and water acting on machined areas of the forging where the top coating was inadequate. All cracks have occurred at the forward pump position where more water tends to collect. No cracks have occurred on airplane 362 or later, on which the support forging has been given a sealant top coat.

4. Two cases of fatigue cracking of the lower wing skin inboard of number three nacelle which are still under investigation.

The remaining structural malfunctions, while they have been many and man-hour consuming, have been principally of a nuisance type. They were:

1. Honeycomb delaminations caused principally by water freezing inside perforated core honeycomb, and which have been very much reduced by the introduction of nonperforated honeycomb.

2. Control surface hinge wear and cracking, which it is hoped will be overcome by the installation of teflon-lined spherical bearings.

NOTE:

SUPERIMPOSED CURVES ARE SOUND PRESSURE LEVEL CONTOURS AT FULL WET POWER ON THE KC-135 LOWER WING SURFACE

12 NUMBER OF PRIMARY STRUCTURAL MALFUNCTIONS
UNIT AREA = 25 BY 25 INCHES

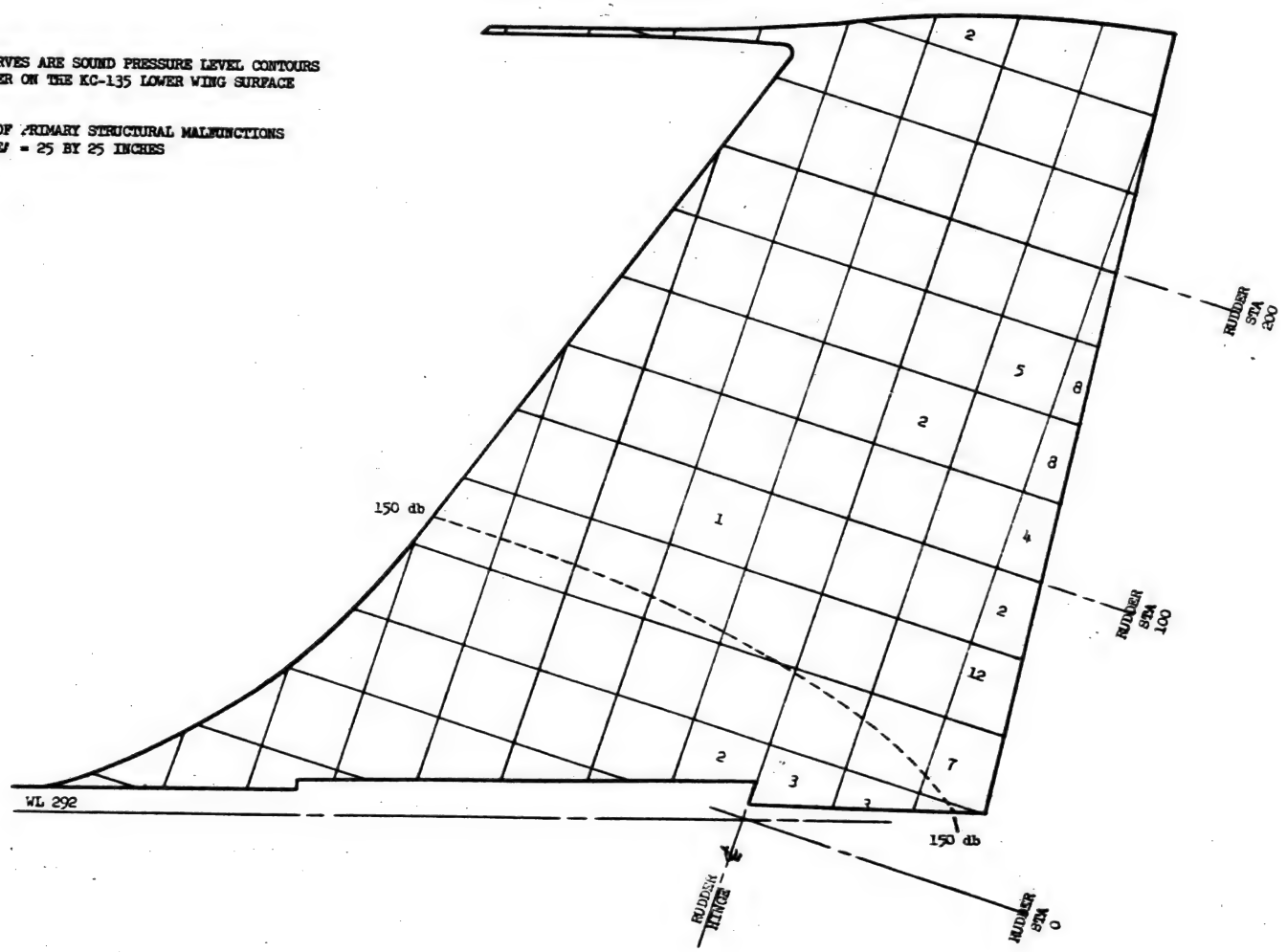


FIGURE 6 - DISPOSITION OF PRIMARY MALFUNCTIONS IN RELATION TO SOUND PRESSURE LEVELS ON KC-135 FIN AND RUDDER

NOTE:

SUPERIMPOSED CURVES ARE SOUND PRESSURE LEVEL CONTOURS AT FULL WET POWER ON THE KC-135 LOWER WING SURFACE

14 NUMBER OF PRIMARY STRUCTURAL MALFUNCTIONS
UNIT AREA = 25 BY 25 INCHES

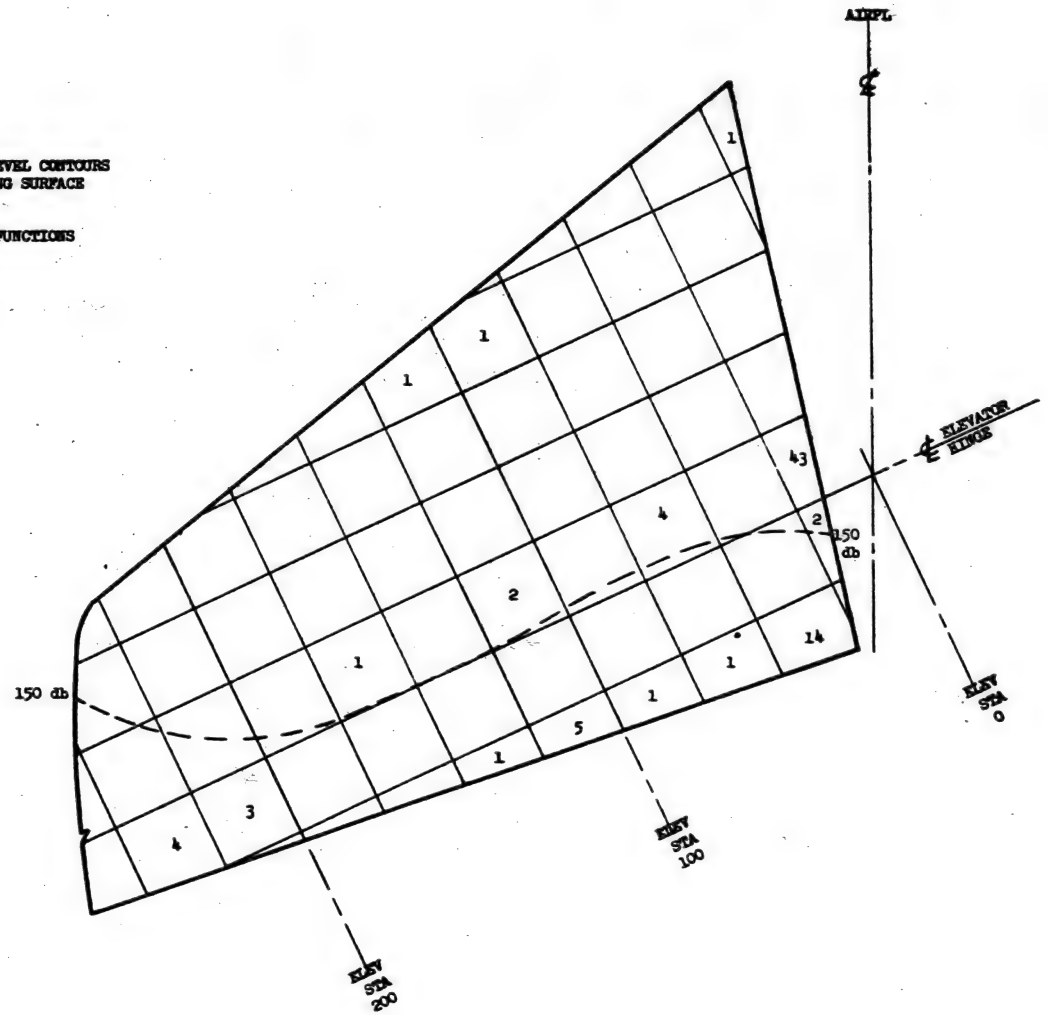


FIGURE 5 - DISPOSITION OF PRIMARY MALFUNCTIONS IN RELATION TO SOUND PRESSURE LEVELS ON KC-135 L & R HORIZONTAL STABILIZER AND ELEVATOR

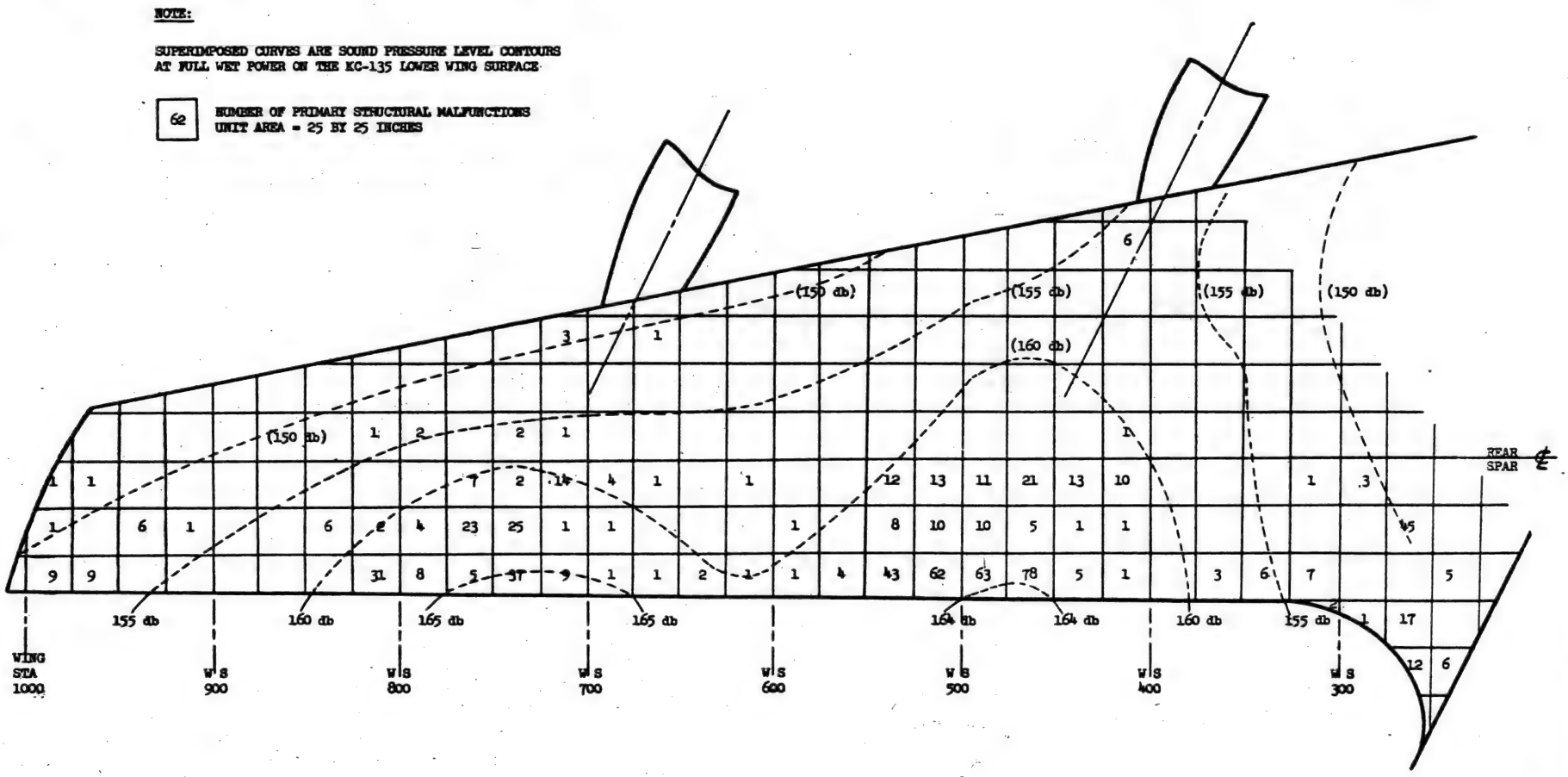


FIGURE 4 - DISPOSITION OF PRIMARY MALFUNCTIONS IN RELATION TO SOUND PRESSURE LEVELS ON KC-135 L & R WING AND CONTROL SURFACES

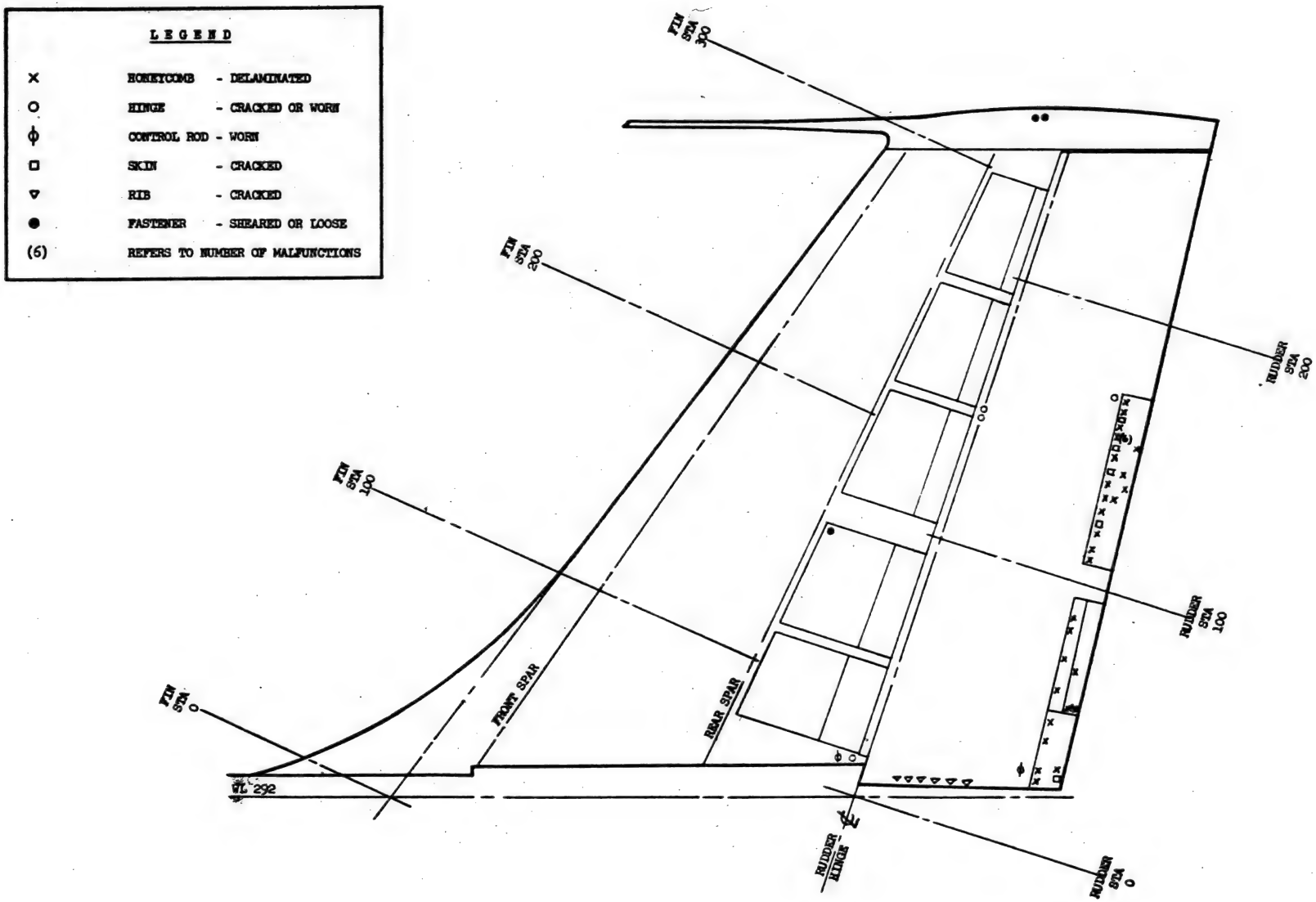


FIGURE 3 - PRIMARY MALFUNCTIONS OF KC-135 FIN AND RUDDER STRUCTURE

3. Control push rod bearing wear, loose rivets and bending have caused considerable trouble. The only remedial action has been to increase the rivet size.

4. Cracking of skin, ribs and stiffeners has occurred predominantly in the wing trailing edge and balance bays. About 300 skin cracks reported in the wing leading edge of 50 airplanes were attributed to overdriven rivets.

5. Cracking of component mounting brackets and clamps has been widespread and is considered to be primarily due to engine vibration transmitted by the structure.

6. Loosening of nuts, bolts and screws has been one of the most frequently occurring malfunctions on the KC-135.

CONCLUSIONS

Nuisance structural malfunctions have shown a heavy predominance in control surfaces and their supports which are subject to high sound pressure levels and jet buffet (see Figure 4). Reported structural malfunctions on the 707 are generally less frequent than on the KC-135 and show more dispersion. This is attributed to the relatively greater influence of normal wear and tear in the less severe sonic environment of the 707.

RECOMMENDATIONS

It is recommended that in future designs the major problem of jet buffet and sonic damage should be avoided by mounting the engines so that the jet efflux and the highest SPL's are behind most of the airplane and particularly aft of the control surfaces. The 727 engine mounting seems to approach the ideal in this respect. If other considerations prohibit this, it is recommended that:

1. Detail design of control surfaces and aft fuselage take account of exposure to jet blast and engine noise. Nonperforated honeycomb has given satisfactory service on the 707 and is considered to have good sonic fatigue resistance.

2. Designs of control surface structure be evaluated for sonic fatigue resistance by full scale tests.

3. Research into the mechanism of sonic fatigue be intensified.

4. Laminated construction with viscoelastic inner layer be evaluated for its sonic energy dissipation and resistance to vibration damage.

5. Methods of preventing engine vibration from passing into the airplane structure should be investigated.

6. The design of component mounting brackets and clamps in jet aircraft be further studied for improved vibrational load resistance.

7. The adequacy of nut and bolt locking and tube coupling locking in jet aircraft be improved.

ANALYSIS

Basic airframe and flight controls malfunctions of a structural or a mechanical nature can be classified as:

1. Primary structural malfunctions, which are considered within the responsibility of the manufacturer and may be of a design, quality control or manufacturing nature.

2. Secondary structural malfunctions, which are those that occurred as a result of related component failure, installation or maintenance error, or foreign object damage.

This analysis covers the primary structural malfunctions reported on the KC-135 wing, rear fuselage and empennage prior to January 1, 1961, which involves about 330,000 flight hours. Secondary malfunctions and malfunctions of the forward and center fuselage, and the landing gear and its support structure are not included. The landing gear malfunctions are adequately covered by reference (b) and such structural malfunctions as occur in the center and forward fuselage appear to be of a random nature and not primarily related to sonic damage.

A. Major Structural Malfunctions

These malfunctions either compromised safety of flight or required extensive maintenance. The first three are not considered to be related to sonic damage.

1. Lower Wing to Center Section Splice Plate Cracking

The splice at BBL 70.5 was originally a four plate configuration. Distortion during processing made it almost impossible to obtain the desired contour in these long, relatively thin, high heat treat steel plates. In consequence, rework and fit up stresses sometimes caused cracking at the bend radius. Sixteen cracked splice plates of this configuration have been reported, the last in September 1960. A change to eight or nine smaller plates (PRR 4357-5) alleviated manufacturing and assembly difficulties and was effective in airplane 134 and on. No failures have been reported in the modified splice plates, but T.O. 1C-135(K)A-6 still calls for inspection at hourly postflight.

2. Lower Wing Skin Cracking

Two almost identical cracks have been reported in the lower wing skin, one in AF 58-040 at 655 flight hours (June 1960) and one in AF 57-1450 at 1159 flight hours (February 1961). The cracks were about thirteen inches long in a chordwise direction at approximately Wing Station 392, just inboard of the number three nacelle. Cyclic loading caused the crack in AF 58-040, which is shown on Attachment I. It started at a rivet hole and progressed fore and aft stopping at rivets through the front spar, and stringer 15 respectively. First indications are that these were fatigue cracks caused by a stress concentration at the end rivet attaching the skin to the inboard dry bay doubler. A fleet wide inspection to examine affected rivet holes by means of a boresecope or other method is under consideration.

3. Cracking of the Forward Boost Pump Support Forging

Thirty-three cases have been reported which account for four per cent of the Category 3 fuel tank leaks. These cracks have been attributed to stress corrosion caused by residual stresses in the forging, and water acting on machined areas of the forging where the top coating was inadequate. All cracks have occurred at the forward pump position where more water tends to collect. No cracks have occurred on airplane 362 or later, on which the support forging has been given a sealant top coat. On airplane 364 and on, forging surfaces are also shot peened.

4. Aft Body Skin Cracking

The five hour sonic fatigue test at full wet power showed the susceptibility of the aft body skin to noise damage and skin cracks in the aft body were experienced early in service. To improve the resistance to sonic fatigue, two inch wide circumferential straps were installed on the outside aft body between Station 1150 and 1370 (T.O. 778). These straps, which act as tear stoppers and stabilizers, provide fail-safe structure and have eliminated this type of skin cracking.

5. Tailcone Cracking

Extensive cracking of the tailcone magnesium skin was experienced early in the KC-135 program. Redesigned tailcones of fiberglas construction were installed on airplanes 216 and on by PRR 4372-1, and further modification of the tail light bracket and its supporting skin was later necessary because of cracking (PRR 4671-1). Limited information from Field Service and AFM 66-1 reporting indicate that the introduction of fiberglas cones, and repair of old configuration metal cones in accordance with PRR 4372 instructions, have virtually eliminated the basic problem

B. Nuisance Malfunctions

These malfunctions are not considered individually, but are analyzed in terms of their type, frequency of occurrence and location. The reported structural malfunctions are summarized by component and type in the table given on page 11. It is emphasized that these represent reported malfunctions only; what proportion they constitute of malfunctions which have actually occurred is not known. The malfunctions of left and right components have not been separated for this summary as no difference in frequency of occurrence could be discerned. Malfunctions fall into six types as follows:

1. Honeycomb Delamination

This consists of skin separating from the core at the bond line. It is caused by defective bonding and/or water accumulating and freezing in the cells. It occurs almost entirely in perforated cores and only if skin cracks or defective edge seals are present. A detailed analysis

of honeycomb malfunctions including delaminations on the KC-135 and 707 is contained in references (a) and (e) respectively. The effect of sonic vibration on honeycomb delamination is evident although the magnitude of its contribution cannot be clearly established.

Honeycomb delaminations represent 14% of the total malfunctions but have shown a steady decline in frequency of occurrence with the progressive introduction of nonperforated honeycomb. A good number of the delaminations were reported as the result of a special inspection (T.O. 703) particularly those on rudder and elevator tabs. Delaminations caused by water accumulating and freezing were virtually eliminated by the introduction of nonperforated cores in the machined edge panels on the trailing edges and tabs. This change was effective in production on airplane 235 and on for most tabs and trailing edges. Perforated honeycomb in these parts on earlier airplanes is being eliminated from the KC-135 fleet through attrition. It should be noted that crushed edge honeycomb panels still have perforated cores. However, crushed edge panels are not as susceptible to delaminations as machined edge panels because of better sealing.

2. Control Surface Hinge Wear and Cracking

The Table, p 11 shows that control surface hinges are the most troublesome item of the structure in that they experienced one third of the total structural malfunctions. Malfunctions of control surface hinges consist of excessive bearing wear, loose or sheared hinge and hinge retainer bolts, and loose or cracked fittings. Inboard aileron tab hinge malfunctions, which are characteristic of hinge problems are depicted in Attachment II. Teflon-lined spherical bearings for the three inboard aileron tab hinges and improved bolt torquing have been introduced to alleviate these troubles. These spherical bearings distribute the load over a larger area which makes them superior to the ball or roller bearings in applications where there is constant vibrational pounding and relatively little rotation. The teflon lining also eliminates the necessity for lubrication.

Sonic vibration, aggravated by jet exhaust buffet, seems to be the underlying cause of these malfunctions and also of worn piano hinge lobes and pin retainers which allow the hinge pin to slide out and pierce the adjoining honeycomb panels. Outboard aileron hinge pin retention was completely revised by PRR 4724 and the aluminum hinge pin retainers on the other tabs were changed to steel.

3. Control Push Rod Wear and Bending

Worn bearings, loose rivets and loose or bent rod ends are the more recurrent problems on control rods and account for 12% of the total reported malfunctions. Actual seizure of eye end bearings and one case of complete rod fracture have been reported.

The two rivets attaching each rod end to the tube have had a long history of becoming loose and two cases of tube cracking around these rivets have been reported. PRR 4659 increased the diameter of these rivets from 5/32 to 3/16 and is effective on airplane 280 and on. Adjustable rod ends have bent at the thread run out which indicates that a weakness exists. Rolled threads and a generous radius at the change in cross section should be considered to assure good fatigue life for this component whose failure may affect flight safety.

4. Cracking of Skin, Ribs and Stiffeners

Cracked structural components such as skins, ribs and stiffeners represent about 25% of the 850 structural malfunctions reported. Skin and beam cracks in the wing trailing edge and cracks in the ribs of the balance bays and control surfaces are the most prevalent malfunctions of this type. In addition, approximately three hundred wing leading edge skin cracks have been found on about fifty airplanes during a special inspection of the whole fleet. These cracks mostly about 3/8 inch long emanated from rivet holes in a spanwise direction, and were attributed to overdriving the rivets during production. Once the prestress is relieved, further crack extension is not expected and stop drilling of cracks up to 3/4 inch long is permitted. The problem of leading edge skin cracking is further discussed in Attachment III.

5. Cracking of Brackets and Clamps

The relatively few malfunctions of brackets reported represent about 6% of the total structural malfunctions. They have mainly occurred on a brace that is located just above the aft hinge bracket of the outboard landing gear door assembly. Also, the bracket that extends from the aft rib at WBL 129.62 to support the lower wing trailing edge has frequently cracked. Both these brackets have been redesigned.

It should be noted that according to AFM 66-1 cracking of hydraulic tubing and component clamps and mounting brackets have been widespread. Component attachment brackets in most other systems have been similarly affected though to a lesser extent. The latter are considered to be caused primarily by engine vibrations transmitted by the structure. In the case of the hydraulic systems, pressure fluctuations are major contributors to such failures.

6. Sheared or Loose Fasteners

Sheared or loose fasteners occur very frequently, but are usually only reported by Field Service Engineers if they affect airplane safety or during special surveys. An example of the former is the backing out of the nose retention screws of the inboard aileron tab from their helicoil inserts. This has caused tab jamming, and is attributed to excessive vibration as described in Attachment IV. T.O. 915 calls for the application of resin cement to the threads of the aileron tab nose weight

FIELD SERVICE REPORT

SUMMARY ☐

TO: BOEING AIRPLANE COMPANY

Attn: ☐ Seattle Div. W. S. Supt. Sect. ☒ Transport Div. Eng. Serv. Sect. ☐ P. A. Division Field Service ☐ Wichita Div. Eng. Serv. Sect.

SUBJECT: FAS AIR BOTTLE CONTROL VALVE

UNCLASSIFIED ☒

CLASSIFIED ☐

REFERENCE: Boeing ltr 6-7171-1-12560 dtd 15 June 1960

ROUTING:

ORIGINAL
DRS
GN
WHO WFB
OFFICE BASE FILE

CC:
WBK
NDL
EED
WBD
FIELD SERVICE SUBJECT FILE

FILE NO. 040701

Reference requests relative serviceability of two configurations of the subject.

The writer checked work orders and supply records and talked with the engine shop people who are responsible for this valve. There are no records which reveal the particular part number, vendor, etc. of the valves. Further, the shop supervisor did not care to express an opinion regarding the relative merits of the various valves.

It is regretted that the writer cannot supply the requested information, but neither fact nor educated opinion regarding the subject is available.

Dick Geist
KC-135 Representative

DG/da

FILE 040701 KC-135

NAME Dick Geist REPORT NO. C-S AFB 902-69F DATE 27 June 1960

STATION Clinton-Sherman AFB LOCATION Burns Flat, Oklahoma

SUBJECT FAS Air Bottle Control Valve MODEL KC-135

REFERENCES As listed ENCLOSURES None

FSR FSR FSR FSR FSR FSR FSR

E2256-1

August 26, 1960
6-7171-1-13217

To: All Field Service Engineers - Investigation

Subject: FAS Air Bottle Control Valve - KC-135

Reference: (a) Letter 6-7171-1-12560, June 15, 1960
(b) Letter 6-7171-1-12840, August 3, 1960

Reference (a) letter requested an investigation of the Part Number 38E13-8A (Bendix) versus the Part Number 840 891 (Kidde) and the Part Number 38E13-3A (Bendix) subject valves. The Part Number 38E-13-8A is installed in production on airplanes 59-1443 and on and is also supplied through spares.

Reference (b) summarized the results of the investigation which was inconclusive.

At the last weapon system phasing meeting, August 11, 1960, BAC was committed to further evaluation of the Part Number 38E13-8A (Bendix) valve. You are therefore requested to monitor the performance of these valves until further notice and report failure data i.e. part number and reason (if known) to this office. The difficulties of obtaining this type of information are fully realized and your efforts in obtaining this type of data will be appreciated.

D. R. Seibel
for

File: 0106-01
040701

S

cc: W. B. Dalrymple
W. B. Kuse
H. D. Cameron
C. A. Carlson

JCH/frs

74-92

June 13, 1960
6-7171-1-12559

To: W. J. Groseclose - Oklahoma City

Subject: PAS Air Bottle Control Valve, KC-135

Reference: T.O. 1C-135(K)A-1C, Figure 4-22, Item 25

Project has requested the following information on PAS Air Bottle Control Valves, part numbers 38A13-6A (Bendix) Federal Stock Number 2995-766-0065, 38A13-3A (Bendix) Federal Stock Number 4814-1650-512-1530, and 81091 (Kidde) Federal Stock Number 1650-511-5286; returned to depot for overhaul:

(1) Quantity of each valve returned for overhaul.

(2) Reason for return of each valve.

After acquiring above information please reply as soon as possible but no later than 27 June 1960.

Glen Nicholson -
D. R. Seibel

File 04C701

WCS/njh

cc: W. B. Dalrymple
W. B. Kuse
H. D. Cameron

FIELD SERVICE REPORT

~~KM~~ HH LH

SUMMARY ☐

TO: **BOEING AIRPLANE COMPANY**

Attn: ☐ Seattle Div. W. S. Supt. Sect. ☒ Transport Div. Eng. Serv. Sect. ☐ P. A. Division Field Service ☐ Wichita Div. Eng. Serv. Sect.

SUBJECT: FAS Air Bottle Control Valve, KC-135

UNCLASSIFIED ☒

CLASSIFIED ☐

Ref: 6-7171-1-12560 dated June 15, 1960

ROUTING:

ORIGINAL
OFFICE BASE FILE

CC:

FIELD SERVICE SUBJECT FILE

FILE NO.

Reference requested information on failures of the subject.

Failures of the subject are not recorded by part number. It could be assumed, however, that almost all of the failures at this activity are of the old type valves. The following is a list of the work orders on the subject for the last six months. It is the only information available.

Note: No comment after the airplane number means that the valve was replaced.

Date	A/P	Remarks
4 Dec	3658	Tightened relief valve
11 Dec	1483	
20 Dec	1456	
28 Dec	084	
29 Dec	084	Replaced seals
6 Jan	1442	
12 Jan	1459	
15 Jan	1462	
19 Jan	1479	Replaced gage
20 Jan	1464	Adjusted "T" handle
20 Jan	1477	Adjusted "T" handle
22 Jan	1462	Adjusted "T" handle
28 Jan	1479	
2 Feb	1442	Adjusted "T" handle
3 Feb	1485	
4 Feb	1474	Adjusted "T" handle
10 March	1483	Tightened relief valve
15 March	084	
19 March	1483	
22 March	1445	
23 March	1428	Replaced seals and packing
25 March	1453	
13 April	084	Adjusted relief valve
26 April	1418	
28 April	1471	
6 May	3658	
12 May	1471	
20 May	1473	

NAME Robert Brian REPORT NO. AAFB-96-276F DATE 22 June 60

STATION Altus AFB, LOCATION Oklahoma

SUBJECT FAS Air Bottle Control Valve MODEL KC-135

REFERENCES ENCLOSURES

FSR FSR FSR FSR FSR FSR FSR

E2256-1

SUPPLEMENTARY SHEET

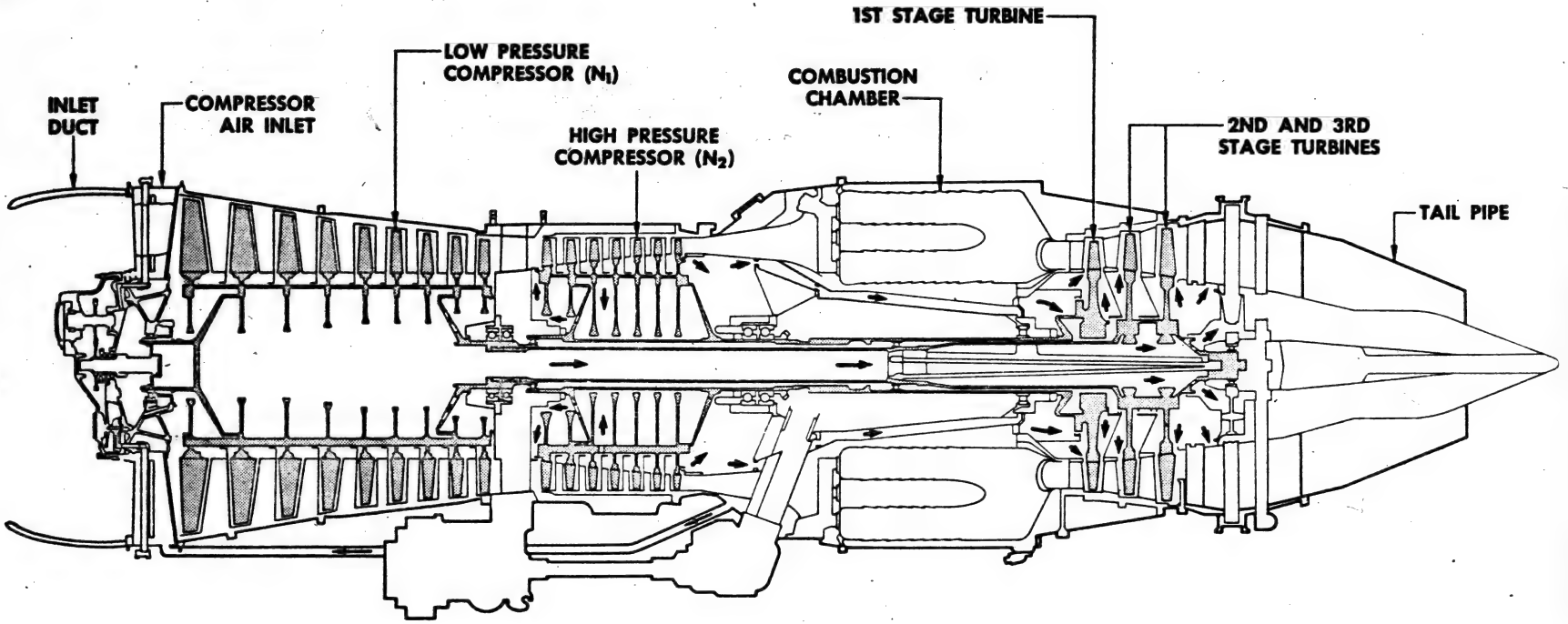
Date	A/P	Remarks
24 May	1453	Tightened B nut
2 June	1471	
12 June	1468	Replaced gage
13 June	1477	
14 June	1468	

RB:mm

Robert Brian
Robert Brian

REPORT AAFB-96-276F
SHT 2 OF 2

FSR FSR FSR FSR FSR FSR FSR



707-121

ENGINE INTERNAL ARRANGEMENT

FOR TRAINING PURPOSES ONLY

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

TO:

SEATTLE DIVISION ENGINEERING SERVICE SECTION	PILOTLESS AIRCRAFT DIV. FIELD OPERATIONS DEPT.	WICHITA DIVISION ENGINEERING SERVICE SECTION	TRANSPORT DIVISION ENGINEERING SERVICE SECTION
☐	☐	☐	☒

SUBJECT: FAS Air Bottle Control Valve

CLASSIFIED ☐ UNCLASSIFIED ☒

ROUTING:

ORIGINAL
OFFICE BASE FILE
CC:
SERVICE DEPT. SUBJECT FILE

Reference: 6-7171-1-12560, dated 15 June 1960

Information requested by reference letter, follows:

1. There have been 5 of the subject valves replaced and routed through the pneumatic shop since 1 January 1960. Perhaps there have been other valves replaced during TBY operations and maybe several on the line that did not go through the FM shop. All 5 recorded failures were Kidde, P/N 840891.

2. The two most frequent reasons for failure are the relief valve leaks and the gauge is inoperative.

3. There are only two of the Bendix 38E13-8A valves presently in service here and not enough available service experience to compare the relative service merits of the different valve configurations. The -8A valves have been on the aircraft only about two months.

R. S. Needy

R.S. Needy

135

File: 040701

NAME R.S. Needy REPORT NO. RAFB-72-98 DATE 22 June 60

STATION Ramey AFB LOCATION Puerto Rico

SUBJECT FAS Air Bottle Control Valve MODEL KC-135

REFERENCES Noted Above ENCLOSURES

FSR FSR FSR FSR FSR FSR FSR

TD 1264-R3

CHAPTER 10

PARKING AND MOORING

TABLE OF CONTENTS

Subject	Subject No.
PARKING	10-1-1

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

TO:

SEATTLE DIVISION	PILOTLESS AIRCRAFT	WICHITA DIVISION	TRANSPORT DIVISION
☐ ENGINEERING SERVICE SECTION	☐ DIV. FIELD OPERATIONS DEPT.	☐ ENGINEERING SERVICE SECTION	☒ ENGINEERING SERVICE SECTION

SUBJECT: FAS Air Bottle Control Valve KC-135.

CLASSIFIED ☐ UNCLASSIFIED ☒

ROUTING:

ORIGINAL
DRS
WHD-J. to
OFFICE BASE FILE

With reference to 6-7171-12560 6/15/60 and TWX 12863 the following is submitted:

Supply records are not necessarily correct, as such, they indicate (7) seven P/N 840891 valves and (1) one 38E13-8A valve consumed at BAFB. This record and opinion of flight line personnel indicate the improved valve is relatively trouble free compared to the earlier model Walter Kidde valve.

John H. Pritt
Field Service Engineer

CC
WHD
EDC
WBD
EED
SERVICE DEPT. SUBJECT FILE

0407

FILE 0407.01
KC 135

NAME John H. Pritt REPORT NO. BAFB 913ARS-116F DATE 21 July 1960
STATION Barksdale AFB LOCATION Shreveport, Louisiana
SUBJECT FAS Air Bottle Control Valve, KC-135. MODEL KC-135
REFERENCES ENCLOSURES 1 EC/NO

FSR FSR FSR FSR FSR FSR FSR

FIELD SERVICE REPORT

HH
CH

SUMMARY ☐

TO: BOEING AIRPLANE COMPANY

Attn:

☒ Seattle Div. W. S. Supt. Sect. ☐ Transport Div. Eng. Serv. Sect. ☐ P. A. Division Field Service ☐ Wichita Div. Eng. Serv. Sect.

SUBJECT: FAS Bottle Control Valve

UNCLASSIFIED ☒

CLASSIFIED ☐

ROUTING:

ORIGINAL
DAT
GN
WHD - Info
OFFICE BASE FILE

CC:
WBK
CHC
HDC
WBD
LED
FIELD SERVICE SUBJECT FILE

FILE NO. 040701
CEM:jtm

FILE 040701
C-135

There are no records at this base that have the information correlating subject P/N's and failure data as desired in reference (a).

A survey of the fleet here indicates that 75% of the valves installed now are the Kiddie valve P/N 840891 and 25% are the Bendix 38E 13-8A valve.

Hearsay information indicates that there were several failures last winter mostly on the Bendix valve (believed to be the -3A type). Usual cause for failure was forcing of "T" handle when frozen and resulted in leakage.

Spares that are received for replacements have been mostly Kiddie valves.

Craig E. McCreary
Field Service Engineer

NAME	Craig E. McCreary	REPORT NO.	FAFB-92-125F	DATE	22 July 1960
STATION	Fairchild AFB	LOCATION	Spokane, Washington		
SUBJECT	FAS Bottle Control Valve			MODEL	KC-135
REFERENCES	(a) 67171-1-12560 dtd 15 June 1960	ENCLOSURES	None		

LEC 7 NO

FSR FSR FSR FSR FSR FSR FSR

E2256-1

FIELD SERVICE REPORT

SUMMARY ☐

TO: **BOEING AIRPLANE COMPANY**

Attn: ☐ Seattle Div. W. S. Supt. Sect. ☒ Transport Div. Eng. Serv. Sect. ☐ P. A. Division Field Service ☐ Wichita Div. Eng. Serv. Sect.

SUBJECT: FAS Air Bottle Control Valve

UNCLASSIFIED ☒

CLASSIFIED ☐

Reference: (a) 6-7171-1-12560, dated June 15, 1960
(b) 12863 (TWX), received July 21, 1960

ROUTING:

ORIGINAL

OFFICE BASE FILE

FIELD SERVICE SUBJECT FILE

FILE NO.
0106-01
040701

Maintenance personnel have been questioned concerning the reliability of the subject FAS air bottle control valves. The consensus of opinion is that the valves are considered to be not unreliable in service and that the rate of rejections does not cause concern.

Failures recollected mainly centered upon air leakage; only one instance of failure to operate was remembered. The valve types were not recorded.

The following information on valve consumption has been obtained from Base Supply:

840891 Kidde (4890-1650-511-5286)	-	8 issued
38E13-3A Bendix (2995-633-2239)	-	2 issued
38E13-8A Bendix (1650-512-1530)	-	0 issued

Supply records cover the past six month period only.
No record of failure receipts by type could be obtained.

NAME Peter F. Sanders REPORT NO. SJAFB-911-139F DATE 21 July 1960
STATION Seymour Johnson AFB LOCATION Goldsboro, North Carolina
SUBJECT FAS Air Bottle Control Valve MODEL KC-135A
REFERENCES Noted ENCLOSURES None

FSR FSR FSR FSR FSR FSR FSR

E2256-1

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

TO:

SEATTLE DIVISION	PILOTLESS AIRCRAFT	WICHITA DIVISION	TRANSPORT DIVISION
☐ ENGINEERING SERVICE SECTION	☐ DIV. FIELD OPERATIONS DEPT.	☐ ENGINEERING SERVICE SECTION	☒ ENGINEERING SERVICE SECTION

SUBJECT: **FAS Air Bottle Control Valves**

CLASSIFIED ☐ UNCLASSIFIED ☒

Ref: Ltr. 6-7171-4-12560 dated 6-15-60

ROUTING:

ORIGINAL
OFFICE BASE FILE

CC:
SERVICE DEPT. SUBJECT FILE

It has been impossible to monitor the types and number of subject valve failures according to part number. However, the main failures have been with improperly indicating and/or loose gages and with valves relieving the air bottle down from 3000 psi. The gage has been the most frequent discrepancy. The only information regarding service life is that the new type gage appears to be more reliable.

D. M. Shake

D. M. Shake

040701

NAME **D. M. Shake** REPORT NO. **WKAFB-6ARS-90F** DATE **6-27-60**

STATION **Walker AFB** LOCATION **Roswell, N.M.**

SUBJECT **FAS Air Bottle Control Valves** MODEL **KC-135**

REFERENCES **Noted Above** ENCLOSURES

FSR FSR FSR FSR FSR FSR FSR

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

TO: ENGINEERING SERVICE DEPARTMENT

SEATTLE [X] WICHITA [ ]

SUBJECT: FAS Air Bottle Control Valve

CLASSIFIED [ ] UNCLASSIFIED [X]

ROUTING:

ORIGINAL
DRS
GN
WBD-WFO
OFFICE BASE FILE

CC:
WBD
NOC
EED
WBO
SERVICE DEPT. SUBJECT FILE

Please be referred to your letter 6-7171-1-12560 dated June 15, 1960.

The subject valves are listed under the following Federal Stock Numbers:

Kidde, Part # 840891, Federal Stock # 1650-511-5286
Bendix, Part # 38E13-3A, Federal Stock # 1650-512-1530
Bendix, Part # 38E13-8A, Federal Stock # 1AFL-1650-633-2239

The following information is based on the above listed Federal Stock Numbers. Since January 1, 1960 the following quantity of the subject valves were issued to maintain the fleet and any transient airplanes (KC-135)

Kidde, Part # 840891	17
Bendix, Part # 38E13-3A	1
Bendix, Part # 38E13-8A	3

The reason for the predominance of the Kidde valves is that most the crew-chiefs will not request and accept either of the Bendix valves as so much difficulties are experienced with them. The majority of the difficulties consist of the valve leaking. To a much lesser degree some trouble is also experienced with the solenoid.

This far the information may make sense, however, as these valves are not repairable at this station they are to be sent to OCAMA for overhaul whenever they fail. In order to determine how many of each of these failed since January 1, 1960 first Air Force personnel and then the writer (as he did not believe it) checked the lists of repairable material sent out of Castle since January 1, 1960. These lists show only two Kidde valves and none of either of the Bendix valves. Even if one assumes that some of the valves withdrawn from supply were taken on TDY airplanes as spares and replaced while the airplane was away from Castle this cannot explain the 19 apparently missing valves. The writer is not able to explain this discrepancy.

FILE 0-10701 KC-135

Paul Ribanyi

NAME Paul Ribanyi REPORT NO. CAFB-OES-131F DATE June 20,1960
STATION Castle AFB LOCATION Merced, California
SUBJECT FAS Air Bottle Control Valve MODEL KC-135
REFERENCES 6-7171-1-12560, 6.15.1960 ENCLOSURES None LEC/NO

FSR FSR FSR FSR FSR FSR FSR

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

TO: ENGINEERING SERVICE DEPARTMENT

SEATTLE ☐ WICHITA ☐ Renton x

SUBJECT: FAS Air Bottle Ground Cart

CLASSIFIED ☐ UNCLASSIFIED ☒

ROUTING:

ORIGINAL
DRS
GN
UBD - INFO
OFFICE BASE FILE

CC:
CAC
UBD
COM
OBB
EED
UBO
SERVICE DEPT. SUBJECT FILE

Per ref (b) and (c) the 5 enclosed photos are sent to amplify information in ref (a) and for possible use in BFSN. Note that a relief valve adjusted to relieve at 3125 psi is installed on manifold. This particular valve cracks at 3125 and reseats at 3000. The four 3/8 inch T'S on the manifold were used as two 1/4 inch crosses were not available. The two crosses would simplify the manifold considerably.

Craig E. McCreary
Field Service Engineer

File: 04070I
CEM:jtm

FILE OHO 701
KC135-

Pictures sent Base Lib Copy

NAME Craig E. McCreary REPORT NO. FAFB-92-106F DATE 6-20-60

STATION Fairchild AFB LOCATION Spokane, Washington

SUBJECT FAS Air B ttle Ground Cart MODEL KC-135

REFERENCES (a) FAFB-92-87F dtd 5/25/60 ENCLOSURES five photos of Ground Cart (2 sets)

(b) FAFB-92-99F dtd 6/14/60 (c) Memo from D.R.Seibel dtd 6/13/60 LFC/VO

FSR FSR FSR FSR FSR FSR FSR

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

TO: ENGINEERING SERVICE DEPARTMENT

SEATTLE ☐ WICHITA ☐ Transport Division

SUBJECT: FAS AIR BOTTLE CONTROL VALVE

CLASSIFIED ☐ UNCLASSIFIED ☒

ROUTING:

ORIGINAL

OFFICE BASE FILE

CC:

SERVICE DEPT. SUBJECT FILE

Reference: Memo 6-7171-1-12560 dated 15 June 60

A reliability survey of the subject revealed that 24 valve and gage assemblies have been replaced since January. Fleet hours accumulated during this time period are 3035. Available records do not indicate which valve failed (Kidde 840891 or Bendix 38E13-3A). Pneudraulic Shop personnel do recall one occasion where 3 of the Bendix valves were installed new and relieved at air pressures of 2500 PSI and lower. Pneudraulic personnel feel that the Kidde valve is more reliable than the Bendix valve. However, the Bendix gage is considered more reliable than the Kidde gage. Typical discrepancies against the valve and gage assembly are:

(1) Gage sticking, erratic or wrong - 5 cases;

(2) Valve leak at T-Handle - 10 cases;

(3) Relieves early - 3 cases;

(4) Leaks at gage - 1 case.

Undersigned knows of at least two instances where fuel air starter compressors were changed based on readings from improperly operating FAS air bottle gages. It is considered mandatory at this activity to check the bottle gage against MC-1 compressor gage when servicing the bottle from a ground cart.

Robert G. Tucker
Field Service Engineer

File No.

0407

NAME Robert G. Tucker/bs REPORT NO. GAFB-41-135F DATE 6-24-60

STATION Griffiss AFB 4039 Strat Wing LOCATION Rome, New York

SUBJECT FAS Air Bottle Control Valve MODEL KC-135

REFERENCES Noted Above ENCLOSURES

FSR FSR FSR FSR FSR FSR FSR

BAC 1264-R2

2-7000

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

TO:

SEATTLE DIVISION	PILOTLESS AIRCRAFT	WICHITA DIVISION	TRANSPORT DIVISION
☐ ENGINEERING SERVICE SECTION	☐ DIV. FIELD OPERATIONS DEPT.	☐ ENGINEERING SERVICE SECTION	☒ ENGINEERING SERVICE SECTION

SUBJECT: FAS AIR BOTTLE CONTROL VALVE, KC-135
INVESTIGATION REPLY

CLASSIFIED ☐ UNCLASSIFIED ☒

ROUTING:

ORIGINAL
DHS
GAV
WDH
OFFICE BASE FILE

CC:
[illegible]
WDH
FED
LBD
SERVICE DEPT. SUBJECT FILE

040701

Reference (a) letter requested a survey of the service record of the Bendix 38E13-8A subject valve versus the old types Bendix 38E13-3A and Kidde 840891. The -8A valve is installed on airplanes 59-1443 and on.

This activity has no 59 airplanes. A spot check of several planes by the undersigned indicates that only the old types are installed. The -8A valve does not appear to be in supply channels as yet, so no comparison as to serviceability is available.

A check of records shows that three valves were changed in the past six months, P/N unknown,; one for leakage and two for electrical malfunction (no details available).

The undersigned believes that in addition to the above, several valves have been changed by crew chiefs on the line, no records are kept of these changes and details are difficult to obtain.

In general, the concensus is that the valves do not present a problem and that consumption is reasonable.

J. C. Huebner

JCH:jjf

FILE 040701 KC-135

NAME J. Christopher Huebner
STATION Westover AFB
SUBJECT FAS Air Bottle Control Valve
REFERENCES Ref. (a) Letter 6-7171-1-12560 dtd 15 Jun 60

REPORT NO. WAFB-4050-101F
LOCATION Chicopee Falls, Mass.
ENCLOSURES none

DATE 24 Jun 60
MODEL KC-135

FSR FSR FSR FSR FSR FSR FSR

G. Aircraft on routine training mission.

H. Twenty minutes after take-off the number 4 engine fire warning light came on. Engine was throttled back and after approximately two minutes was shutdown. Fire switch was actuated but light remained on. No visible evidence of fire landing was accomplished without incident.

J. Lead repaired and reinstalled. System checked satisfactorily.

CONTRACTOR'S REPLY

Reference TWX noted that the above unsatisfactory condition had been caused by damage inflicted during removal and installation of cowling and ~~suggested~~ suggested providing a protective cover for this detector and connecting wire.

The existing fire detector installation provides protective covering for all wiring except approximately one inch at the detector attaching point. However, reasonable care is still required during installation and removal of engine cowling to avoid damage to the fire detector and other installations. Subject UR is the only report to the Contractor of damage to the detector wiring from installation and removal of cowling. Modification to provide added protection is not considered warranted at this time.

The above is considered to complete the Contractor's action on this project.

FSR FSR FSR FSR FSR FSR FSR

19

U.S. AIR FORCE
BOEING SEATTLE, WASH

JAN 20 1 2 PM '61

JAN 24 4 12 PM '61

RECEIVED
TRANSPORT DIV.
ENGINEERING DEPT.

File
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DISTRIBUTION
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EDITN = 70451
(FILE-0416)

DMB261

RR RJEDSQ RJESBA RJWFNK RJWXBR RJWZJM RJWZNF

DE RJWZDMB 46

R 202103Z

FM OCAMA REP OFC AFPR BOEING SEATTLE WASH

TO RJESBA/MOAMA BROOKLEY AFB ALA

INFO RJEDSQ/AMC ASC WPAFB OHIO

RJEDSQ/WADD WPAFB OHIO

RJWFNK/OCAMA TINKER AFB OKLA

RJWXBR/CINC SAC OFFUTT AFB NEBR

RJWZJM/93BW CASTLE AFB CALIF

RJWZNFOTIG USAF NORTON AFB CALIF

AF GRNC

BT

UNCLAS FROM OCNCSQ-5-1-114-E ACTION FOR MOAMAMONNSA.

INFO FOR AMC ASC/LMSJ, WADD/WWZSK, OCAMA/OCNC, OCNSI & WWDPESC,

SAC/DM4B2 AND OTIG/AFCDI-2, 932/DCM.

UBJ: EUR SSN 932-61-3, SOLAR APU, SEAL FAILURE, KC-135 ACFT.

OUR OFFICE HAS RECEIVED AN INFORMATION COPY OF SUBJECT IM PROBLEM

UNSATISFACTORY REPORT, WHICH WAS SUBMITTED TO YOUR ORGANIZATION

FOR INVESTIGATION AND NECESSARY ACTION IN ACCORDANCE WITH T O

00-35D-54, PAGE 2-5, PARA 2-36, DATED 1 APR 60. IF RESULTS

OF YOUR PRELIMINARY INVESTIGATION INDICATE THAT THE MALFUNCTION

WAS ATTRIBUTED TO, OR ASSOCIATED WITH, AN INSTALLATION PROBLEM,

REQUEST THIS OFFICE BE NOTIFIED IN ORDER TO PROCURE EXHIBIT, IF REQUIRED, AND TAKE NECESSARY ACTION TO RESOLVE UNSATISFACTORY CONDITION. OCAMA REPRESENTATIVE OFFICE IS AVAILABLE TO ASSIST IN ANY PROBLEM AREA ENCOUNTERED

BT

20/2118Z JAN RJWZDMB

NNNNO

74-22

AMC AERONAUTICAL SYSTEMS CENTER
UNITED STATES AIR FORCE
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

RECEIVED
TRANSPORT DIVISION
FEB 1 1 10 PM '61

FEB 2 1961
TRANSPORT DIV.
ENGINEERING DEPT.

REPLY TO ATTN OF: LMSJ-1-502/File: R&D 7-2-3

CONTRACT ADM. JAN 31 1961

SUBJECT: Contract AF33(600)-41979, Model KC-135 Airplane, Engine Tachometer - Generator, Type GEU-7/A, AERMO 61-8732

TO: Boeing Airplane Company
Transport Division
Renton, Washington

THRU: Air Force Plant Representative
Boeing Airplane Company
Seattle 24, Washington

To: Boeing Airplane Co.
From: AF Plant Rep.
Ref: Action
Info
Sent by
Date
Suspense Date

ROUTING

EE DUFF
KG BAHRENBURG
DD MASON
HS HIATT

KC-135 FILE

DISTRIBUTION

KG BAHRENBURG - ACTION
HH HOWELL
RM MORGAN
WE MORTLOCK
WB DALRYMPLE

1. Reference is made to the following:

a. Boeing letter 6-7210-12403 dated 27 October 1960.

b. AMC/ASD letter LMSJ-9-921 dated 30 September 1960.

2. The reference a. letter recommends that the change from ID-6 to GEU-7/A type tachometer-generator be made effective on an either/or basis on all KC-135's from (30) AF56-3591 and on. This Center concurs in the recommendation and approves the change by miscellaneous EOP to the Model Specification D-15441 as stated in paragraph 3 of the reference a. letter. It should be noted, however, that the AERMO 61-8732, GEU-7/A tachometer-generator is equally suitable for the first 29 KC-135's for spares purposes.

3. The reference b. letter authorized the change to the GEU-7/A tachometer generator effective with the 493rd production KC-135. The letter also stated that the Contractor was authorized to reject any GEU-7/A's manufactured by Globe Industries on the basis that they were never qualified. Since that time Globe has incorporated several minor improvements in their article and has incorporated EOP R-1 which stakes the stator to keep it from rotating. Although the Globe unit is not yet on the Qualified Products List the improvements and modifications are expected to provide an acceptable article. The previous instructions to reject Globe units are therefore rescinded. The Contractor may accept Globe GEU-7/A's for KC-135 installation provided the units have had EOP R-1 accomplished either in production or by retrofit.

4. Globe GEU-7/A tachometer generators which have been modified in accordance with EOP-R-1 can be identified by the small hole which was drilled in the case forward of the multi-pin connector for insertion of the ball bearing that stakes the stator. Production units also have marking on the packaging, both individual and external packaging containing several units, indicating that EOP R-1 was incorporated.

Original to:
File

Copies to:
PCH
EMP
RWT
RLB
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00674

A13107

155

5. It is expected that Boeing will not normally receive Globe units for FY 61 production airplanes. The units delivered will probably be new procurement from one of the three qualified sources. However, it is possible that production quantities may include some Globe units if existing supplies preclude the necessity for new procurement. Some Globe units may also be delivered as spares.

FOR THE COMMANDER:

Edward L. Brady

EDWARD L. BRADY
Lt. Colonel, USAF
Chief, Tanker WS-10
Directorate of Strategic Systems

Copies to:
SAC (DL4B)
B-52/KC-135 OBS, Castle AFB, Calif
[illegible] ([illegible])
OCAMA (OCNU)

A13107

NNNNZCZCDMA691BHA4026

BHA026GSA429ZCZCGSA898ZCQQC542

PP RJWZDMB

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FM 4042 STRATWG K I SAWYER AFB

INFO RJWFNK/OCAMA TINKER AFB

RJWZNF/OTIG NORTON AFB

RJWZDMB/AFPR BOEING SEATTLE WA H

BT

UNCLAS FROM DCMQC 0193.

IMMEDIATE ACTION REQUIRED. SUBJECT:SEMERGENCY UNSATISFACTORY REPORT. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH SECTION II,T.O. 00-35D-54.

A. 4042SW 61-1. CRITICAL SAFTY HAZARD.

B. 186059 SERIAL NUMBER

C. 330403-21 MANUFACTURERS PART NO.

D. AJA4 FUEL CONTROL (BENDIX)

E. KC-135A 59-1497

F. NONE

UH

PAGE TWO RJEBHB 2

U.S. AIR FORCE BOEING SEATTLE, WASH

JAN 23 12 28 PM '61

FEB 1 2 28 PM '61

FEB 2 10 14 AM '61

ENGINEERING DEPT.

File PCH EMP ENG

EED KGB DOM HEH WEMORTOCK WBO

DCH WHD HH

7 19

1189

G. FUEL NOTED LEAKING IN VICINITY OF THETDTER RESET AND MAX.

;Ø33$ -$'98,8,& 978,&&. IT APPEARS THAT PISTON RING SEAL-81

OR PREFORMED PACKING -82 AND -84 ARE DISCREPANT ALLOWING BODY

FUEL TO LEAK FAST INTO THE WATER RESET HOUSING -101 DISCIPING

THROUGH VENZ HOLES IN THE HOUSING AND AROUND SCJEW ASSYS -42

AND -43 THRU TUBES -39. T.O. REF. 6J3-4-13-63, FIG 2-2Ø

H. REMOVE AND REPLACED WITH LIKE ITEM.

I. FLEET INSPECTION IS BEING MADE THIS DATE, YOU WILL BE ADVISED.

J. THREE(3)

K. RECOMMEND BETTER QUALITY CONTROL AND BENCH CHECK PROCEDURES.

L. 355:45 HOURS

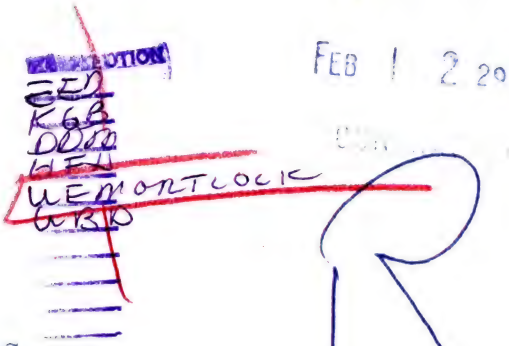
M. EXHIBIT BEING HELD FOR DISPOSITION INSTRUCTION.

N. JACK E. WILLIAMSON,TSGT., USAF, AF 14333211, 2571/DI 69844.

28/8200Z JAN RJEBHB

NNNNJZCZCDMA692

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19



FEB 1 2 20 PM '61

FEB 2 10 15 AM '61
ENGINEERING DEPT.

File
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BHA991GSA407ZCZCGSA872ZCWQB818

PP RJWZDMB

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PP RJWFNH RJWFNK RJWZDMB RJWZNF RJEDSQ

DE RJWBKA 16C

P 272240Z ZEX

FM 4136 STRATWG MINOT AFB NDAK

TO RJWFNH/SAAMA KELLY AFB TEX

INFO RJWZDMB/AFPR BOEING AIRPLANE COMPANY SEATTLE WASH

RJEDSQ/WADD WRIGHT PATTERSON AFB OHIO

RJWFNK/OCAMA TINKER AFB OKLA

RJWZNF/USAF DIG NORTON AFB CALIF

RJEDSQ/AMC WRIGHT PATTERSON AFB OHIO

BT

UNCLAS. DCM 6158. IMMEDIATE ACTION REQUIRED.

EUR SUBMITTED IAW T.O. 00-35D-54.

ACTION FOR: DM4 SAC, SANSI SAAMA. INFO FOR: OCNSI OCAMA, OORSTE AFPR, B-52/KC-135 OES, USAF DIG DIR SAFETY/AFSCR-3, DM4 ALL AIR FORCES AND AIR DIVISIONS, DCM AND PIP CONTROL ALL BOMB WINGS, STRAT WINGS AND REFUELING WINGS.

A. CRITICAL SAFETY HAZARD.

B. 4136SW-61-4 - 27 JAN 61.

C. PUMP ASSY - FUEL TO 1C-135(K)A-06 CODE 23215 CLASS 2915.

D. PART NUMBER 022994-020-01 SERIAL NUMBERS PE 2472, 543, 2345,

1205

2055, 2193. T.O. 6J10-4-52-4.

E. PESCO PRODUCTS INC., BEDFORD, OHIO.

F. J57-P-59W ENGINES. KC-135A AIRCRAFT 58-091, -098 AND -120.

G. FIVE (5) WORN EXCESSIVELY. 25 JAN 61 TO 27 JAN 61.

H. FIVE (5) SPECIAL INSPECTION. 25 JAN 61 TO 27 JAN 61.

I. FIVE (5) REMOVE AND REPLACE. 25 JAN 61 TO 27 JAN 61.

J. FIVE (5).

K. TWENTH (20) MANHOURS.

L. DURING COMPLIANCE WITH T.O. 1C-135(K)A-1051, DATED 23 JAN 61, IN THE PROCESS OF MEASURING SPLINES FOR WEAR, IT WAS EVIDENT THAT ALL SPLINES SHOWED SIGNS OF WEAR AND DRIVE SHAFT SPLINE, PART NUMBER 02-10969, T.O. 6J10-4-52-4, FIGURE 2, INDEX 28, WAS REMOVED FOR MEASURING. IT WAS THEN NOTED THAT EROSION HAS TAKEN PALCE ON THE BEARING, FRONT COVER DRIVE, PART NUMBER 02-11786, FIGURE 2-23, AND BEARING BODY DRIVEN GEAR, PART NUMBER 02-12278, FIGURE 2-29, T.O. 6J10-4-52-4. THIS EROSION AREA WAS FAR BEYOND THE SPECIFIED LIMITS CONTAINED IN T.O. 6J10-4-52-3. OPERATING TIME OF DEFECTIVE PUMPS IS FIVE HUNDRED AND SEVEN (507) HOURS AVERAGE. ONE (1) DEFECTIVE PUMP SERIAL NUMBER PE 2470 IS BEING HELD AS UR EXHIBIT.

PHOTOS WILL FOLLOW BY SEPARATE MAILM AFM 66-1 DATA IS NOT APPLICABLE

IN THIS CASE.

M. DUE TO THE POSSIBLITY OF SHORT SUPPLY OF PUMPS FROM SUPPLY SOURCES, AIRCRAFT COULD BE GROUNDED BECAUSE OF NON-COMPLIANCE WITH T.O. 1C-135(K)A-1Ø51.

N. RECOMMEND DISPOSITION INSTRUCTIONS BE FORWARDED ON EXHIBIT PUMP AND IMMEDIATE ACTION BE TAKEN TO PROVIDE A FIX.

O. KENNETH R SAMPLE, MSGT, 4136TH STRAT WING PIP CONTROL, EXT 5433 (DUTY) PA 7-3735 (NON DUTY).

BT

27/224ØZ JAN RJWBKA

NNNN

FT 19

U.S. AIR FORCE
BOEING SEATTLE, WASH

JAN 31 8 AM '61

FEB 1 2 28 PM '61

DISTRIBUTION
EED
K63
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WBD

ZCZCDMA815460ZCWQA552

PP RJWZDMB

DE RJWFFU 49

P 302345Z ZEX

FM COMBOMWG 11 ALTUS AFB OKLA

TO RJWFNK/COMOCAMA TINKER AFB OKLA

INFO RJWXBRF/CINSAC OFFUTT AFB NEBR

RJEDSQ/AMC MCMT WRIGHT PATTERSON AFB OHIO

RJEDSQ/WADD WRIGHT PATTERSON AFB OHIO

RJWZDMB/AFPR SEBAC SEATTLE WASH

RJWZNF/USAF DIGFOR SAFETY NORTON AFB CLAIF

RJEBKF/COMAF 2 BARKSDALE AFB LA

RJEXDHB/COMAF 8 WESTOVERAFB MASS

RJWBKN/COMAF 15 MARCH AFB CALIF

RJWZAS/COMADIV 14 BEALE AFB CALIF

BT

NCLAS FROM DCMQ 5733. 8..3$8-53 -:589,. FOR VMOCAMA (OCNSP9. INFOR: CINCSAC (DM4A), AMC/MCMT (MCMSR), WADD, AFPR-SEBAC, USAF DIG FOR SAFETY (AFCRS-3), ALL NUMBERED AIR FORCES, DIVISIONS AND WINGS. SUBJECT: UNSATISFACTORY REPORT - SPECIAL HANDLING REEUIERD I/A/W T.O. 00-35D-54.

A: 11BW-61-12 EMERGENCY QUALITY CONTROL U.R.

B: PUMP ASSY - DUAL FUEL. FSC 2915-659-9817.

C: MFB'S PN 011994-020-01, SN PE 818

D: PESCO PRODUCTS.

E: ENGINE, TUBOJET, ALL J57-58W'S INSTALLED ON KC-135 AIRCRAFT.

File
PCH
EMP
ENG

DGH
WHD
R

Immediate action

1297

F: SIX PUMPS RECEIVED FROM OCAMA THIS DATE WERE BEING INSPECTED FOR TOLERENCES OUTLINED IN INTERIM URGENT ACTION TOC 1C-135 (K)A-1051 DTD 23 JAN 61.

G: THE COUPLER, DRIVE SHAFT WAS MIKED AND INDECATED .9278. T.O. 1C-135 (K)A-1051 STATES THAT IF THE COUPLING MEASUREMENT IS LESS THA .9355 INCH REPLACE THE PUMP ASSY. THE T.O.C. RECORD ON THE AF FORM 50B TAG ATTACHED TO THE PUMP INDICATED T.O.C.'S 1C-134(K)A-755 AND T.O.C. 1C-135(K)A-1051 WERE COMPLIED WITH. INSPECTOR'S NUMBER ON THE TAG WAS OMC 973.

DATE IN INSPECTION BLOCK 28 JAN 61.

H:OX IN ECTED 6

J: CDEFECTIVE 1

K: RECOMMEND THAT THE DEPOT FACILITY EVALUATE THEIR QUALITY CONTROL PROCEDURES AND TAKE THE NECESSARY CORRECTIVE ACTION TO PREVENT DEFECTIVE ITEMS FROM ENTERING SEVICEABLE STOCKS. FURTHER RECOMMEND THAT ALL SAC UNITS AFFECTED BY T.O.C. 1C-135(K)A-1051 COMPLETE THE INSPECTION REQUIRED BY SUBJECT T.O.C. REGARDLESS OF INFORMATION IN THE T.O.C. RECORD BLOCK OF THE AF FORM 50B.

PAGE THREE RJWFFU 49

L: NO OPERATING TIME SINCE OVERHAULED.

M: [redacted]FECTIVE ITEM WILL BE HAND CARRIED TO OCAMA BY MAJOR JAY J. BROWN 31 JAN 61.

N: DONALD L. RAYFIELD, TSGT, HQ 11BW, DUTY PHONE 351, HOME PHONE HE2-6238. .

BT

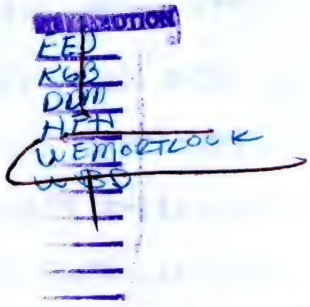
31/0030Z JAM RJWFFU

NNNNKZCZCDMA816

M

A

19



ZKCZCKGA272ZCNKC530

FM RJWFKG

DE RJWFNK 91C

R 202140Z

FM HQ OCAMA TINKER AFB OKLA

TO AFPR BAC WICHITA KANS

P R 202100Z

FM FAIRDIV WESTOVER AFB MASS

TO RJESBA/MOAMA BROOKLEY AFB ALA

INFO RJEDSQ/AMC WPAFB OHIO

RJEDSQ/WADD WPAFB OHIO

RJWFNK/OCAMA TINKER AFB OKLA

TJMSKN/USAF DIG FOR SAFETY MARCH AFB CALIF

BT

UNCLAS 4050DCMQ 0693 ACTION FOR MONSA INFO

FOR MCMT AMC OCNSI OCAMA AFCRS-3 USAF DIG FOR

SAFETY DM4 SAC 8AF DMMI EUR SUBMITTED IAW T O

00-35D-54 A MISSION FAILURE B 4050ARW 61-2

C FUEL AIR STARTER KC-135/Y/A-06/23411 D MFG

PN 5410913 SN 240 E HAMILTON STANDARD F

KC-135 3636 G 10-OPEN SYSTEM WIRING 9-FAILURE TO

OPERATE 5-IMPROPER OPERATION 3-10893 1-INTERNAL

FAILURE 1-STALLS COMPRESSOR 1-NO OUTPUT 1-LOW

PERFORMANCE 2-MISFIRE 1-CRACKED DATA COLLECTED FROM

File
RCH
EMP
ENG

To:	Boeing Airplane Co.
From:	AF Plant Rep.
For:	Action ☐
	Info ☐
Sent by	C.S.G.
Date	27
Suspense Date	

DF

HH

WHD

RECEIVED
TRANSPORT DIVISION
JAN 27 12 PM '61
CONTRACT ADM

RECEIVED
TRANSPORT DIV.
ENGINEERING DEPT.
JAN 27 4 39 PM '61

1 JUN 60 THRU 15 JAN 61 H 33-BETWEEN FLTS - GROUND CREW 4-BETWEEN FLTS - AIRCREW - NO ABORT DATA COLLECTED FROM 1 JUN 60 THRU 15 JAN 61 I 23-REMOVED AND REPLACED 7-ADJUSTED ON AIRCRAFT 4-REPLACED SEAL GASKET OR PACKING 3-SERVICED DATA COLLECTED FROM 1 JUN 60 THRU 15 JAN 61 J 37 K 138.0 L A TOTAL OF 23 UNITS WHICH FAILED REQUIRED REMOVAL AND REPLACEMENT OF THESE UNITS TEN HAD OPEN SYSTEM WIRING AND NINE FAILED TO OPERATE REFERENCE 4050ARW UR 60-145 WHICH SHOWS BASIC TREND OF FAILURESIN FUEL AIR STARTERS M PRECEDING INFORMATION AND REFERENCED UR BASED ON AIRCRAFT ON ALERT STATUS FAILING TO OPERATE PROPERLY AIRCRAFT 56-3636 WAS SUBJECT OF 4050ARW UR 60-145 FUEL AIR STARTER WHICH MALFUNCTIONED ON ALERT STATUS FUEL AIR STARTER WAS REPLACED ON 27 DEC 60 AIRCRAFT HAD TOTAL OF SIX ADDITIONAL HOURS AT TIME OF REPLACEMENT ON 1 JAN 61 FREQUENT RECENT FAILURES OF END ITEM ON ALERT AIRCRAFT [illegible] READINESS REQUIREMENTS QUESTIONABLE N SUBJECT FUEL AIR STARTER SN 240 BEING HELD AS UR EXHIBIT PENDING DISPOSITION INSTRUCTIONS O MORRIS W L SR

[illegible] SGT 4050 DCMQ DUTY PH [illegible]1237 HOME [illegible] LY 56385

[illegible]T

[illegible]43Z JAN RJWFNK

74-22

OKLAHOMA CITY AIR MATERIEL AREA
UNITED STATES AIR FORCE
OCAMA Representative Office
c/o Boeing Airplane Company
Seattle, Washington

ROUTING
EE DUFF
KG BAHRENBURG
DD MASON
HF HIATT
KC-135 FILE

DISTRIBUTION
KG BAHRENBURG
WE MORTLOCK
GO MOORE
WB DALRYMPLE

OCNCSQ-1 17 January 1961

ECP BO-KC-135-4651-2, Contract AF34(601)-7786, KC-135 Aircraft, Revise Lubrication Markings on Air Cycle Machine, Fuel Air Starter Compressor and Portable Air Compressor, MIP 0C60-10644R23.

OCAMA (CCMSI)
Tinker AFB, Okla

1. Attached message number RWRST-1-6-1100-18-1544 is forwarded for your information and action as deemed necessary.

2. Subject ECP was requested by OCAMA to furnish material required by TCTO 1C-135(K)A-959. The above TCTO was prepared by OCAMA from T.O. Item 221 and publication has been held in abeyance pending procurement of the necessary materials. Call number E-61-0C-90F has been issued and funds have been obligated and reserved as recommended in the attachment.

3. It is requested that this office be furnished 339 copies of TCTO 1C-135(K)A-959 on or before 27 January 1961, per telecon between this office and OCNCSA, for insertion into kits prior to shipment. Kits will be shipped as soon as possible after 27 January 1961, but not later than 8 February 1961, to AFW 2033, Site E, Tinker AFB, Okla.

4. In view of the above, subject MIP is renumbered to 0C60-10644R23K where it will remain until 80% of kit shipment is completed.

Lawrence F Smith
JAMES G. JOHNSON
Major, USAF
OCAMA Representative

Copies to:
FILE
PCH
ENG

1 Atch TO CORRESPONDENCE 6-1100
BAC Msg. RWRST-1-6-1100-18-1544

Copies to:
ANC ASC (LMSJ)
OCAMA (WWDPESC)
SAC (DM4)
BAC Business Office

RECEIVED
TRANSPORT DIVISION
JAN 18 3 12 PM '61
CONTRACT ADM.

To:	Boeing Airplane Co.
From:	AF Plant Rep.
For:	Action ☐
	Reply ☐
	Info. ☑
Sent by	C S Q
Date	1 Jan 61
Suspense Date	

RECEIVED
TRANSPORT DIV.
ENGINEERING DEPT.
JAN 20 9 37 AM '61

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W.B.Dalrymple

U.S. AIR FORCE
BOEING SEATTLE, WASH

MAY 29 1 48 PM '59

RECEIVED
JUN 1 2 49 PM '59
CONTRACT ADM.

PP RBEGUP RJEBKF RJEBKL RJEDAA RJEDSQ RJESBH RJEXDH RJEZFF RJEZFH
RJWBKN RJWFAP RJWFBG RJWFDB RJWFFU RJWFGM RJWFJP RJWFNK RJWFSK
RJWXBR RJWZDL RJWZGP RJWZJL RJWZJM RJWZNF
DE RUWKBF 28B
P 292046Z
FM AFPR BOEING SEATTLE WASH
TO RBEGUP/AF ENGR SUPT OFC BAR EAST HARTFORD CONN
RJEBKF/COMDR 2ND AF BARKSDALE AFB LA
RJEBKL/COMDR 4238STW BARKSDALE AFB LA
RJEDAA/COMDR MATS SCOTT AFB ILL
RJEDSQ/COMDR WADC WPAFB OHIO
RJEDSQ/COMDR AMC ASC WPAFB OHIO
RJESBH/COMDR 4228STW COLUMBUS AFB MISS
RJEXDH/COMDR 8AF WESTOVER AFB MASS
RJEXDH/COMDR 57AIRDIV WESTOVER AFB MASS
RJEZFF/COMDR 1001 ABWG ANDREWS AFB MD
RJEZFH/COMDR 42BW LORING AFB ME
RJWBKN/COMDR 15AF MARCH AFB CALIF
RJWFAP/COMDR 28BW ELLSWORTH AFB SDAK
RJWFBG/COMDR 810 AIRDIV BIGGS AFB TEX
RJWFDB/COMDR 4123SW CLINTON SHERMAN AFB OKLA
RJWFFU/COMDR 816 AIRDIV ALTUS AFB OKLA
RJWFFU/COMDR 11BW ALTUS AFB OKLA
RJWFGM/COMDR 4130 STW BERGSTROM AFB TEX

File
BAC
EMP
ENG
BFB
DEP

SC9-10018 E
(closed)

Ham-Std F/A Starters Summary

(T) Boeing Airplane Co. Seattle Div. Flight Test

T X
29 May 59

65-1139-E

(1)

RJWFJP/COMDR 6BW WALKER AFB NMEX

RJWFJP/COMDR 47AIRDIV WALKER AFB NMEX

RJWFNK/COMDR OCAMA TINKER AFB OKLA

RJWFSK/COMDR 7BW CARSWELL AFB TEX

RJWFSK/COMDR 19AIRDIV CARSWELL AFB TEX

RJWXBR/COMDR CINCSAC OFFUTT AFB NEBR

RJWXBR/COMDR 3902 ABW OFFUTT AFB NEBR

RJWZDL/COMDR 14AIRDIV TRAVIS AFB CALIF

RJWZGP/COMDR 92BW FAIRCHILD AFB WASH

RJWZJL/COMDR 4134STW MATHER AFB CALIF

RJWZJM/COMDR 93BW CASTLE AFB CALIF

RJWZNF/OTIG USAF NORTON AFB CALIF

AF GRNC

BT

UNCLAS OCRST-6-5-1139-E FOR OCNSP, WCLOD-31C, DM4, LMSJ, WCOF, AFCDI-2, SALEK, PI CONTROL OFFICER; ALL AF, BW, AIRDIV, STW, ABWG AND ABW FOR DM. SUBJ: MIP OC9-10018E, HAMILTON-STANDARD FUEL AIR STARTERS, FAS-450-16-18-21-22, KC-135 ACFT. 1. THIS OFFICE RECEIVED EUR 6BW 59-40 CITING THE FAILURE OF FUEL AIR STARTER TO FUNCTION. THE SUBJ MIP WAS ESTABLISHED WITH CONTR AND VENDOR FOR INVESTIGATION AND FOR RECOMMENDED CORRECTIVE ACTION. THE FOL EUR'S WERE RECEIVED CITING VARIOUS DIFFICULTIES AND FWD TO THE CONTR AS REPEAT ON THE PREVIOUSLY ESTABLISHED PROJ: EUR'S SSN NRS 6BW 59-40, 6BW 59-86,

6-5-1139-E

BW 59-103, 7BW 59-68, 7BW 59-81, 7BW 59-83, 7BW 59-136, 7BW 59-137, 11BW 59-50, 4130 SW 59-17, 4130 SW 59-25, 4228 SW 59-31, 4228 SW 59-65, 1001ABW-59-117, 3902 ABW 59-78. 2. INVESTIGATION REVEALED THAT MALFUNCTIONS REPORTED IN UR 6BW 59-40, 7BW 59-137 AND 11BW 59-50 OCCURRED WITHIN THE STARTER ELECTRICAL CONTROL BOX. THE ONE UR EXHIBIT RECEIVED AT THE VENDOR'S FACILITY, APPLICABLE TO UR SSN 6BW 59-40, DASH 16 SER NR 11550, WAS TEST FIRED, AND FUNCTIONAL TESTS WERE PERFORMED SATISFACTORILY. THE EXACT CAUSE OF THE MALFUNCTION COULD NOT BE DETERMINED. HOWEVER, OTHER MALFUNCTIONS WITHIN THE STARTER ELECTRICAL CONTROL BOX RECEIVED AT THE CONTR WERE FOUND TO BE PDN DEFICIENCIES. THE VENDOR HAS INITIATED A MORE RIGID QUALITY CONTROL INSPECTION THAT WILL ELIMINATE THE MALFUNCTIONS DUE TO PDN DISCREPANCIES. A. UR 11BW 59-50 WAS RECEIVED AND DID NOT QUOTE STARTER SERIAL NR, OR THE AVAILABILITY OF THE EXHIBIT. HOWEVER, IT WAS ASSUMED THAT THE REPORTED FAILURE WAS ON ONE OF THE EARLIER MODIFIED DASH 22 STARTERS AND THAT NO CHANGES WERE MADE TO THE CONTROL BOX DURING MODIFICATION. 3. THE FOL UR WERE RECEIVED AND ARE APPLICABLE TO THE -21 AND -22 STARTERS: EUR SSN NR 6BW 59-86, 6BW 59-103, 7BW 59-56, 7BW 59-68, 7BW 59-81, 7BW 59-83, 4130 SW 59-17, 4228SW 59-31, 1001 ABW 59-117, 7BW 59-137 AND 4130 SW 59-221. A. INVESTIGATION OF THE ABOVE REPORTED FAILURES

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Ham - Std Starters.

PAGE THREE RUWKBF 28B

REVEALED THAT MALFUNCTIONS WERE CAUSED BY PRIMARY OR SECONDARY SWITCH FAILURES OR BOTH. THE TRIP-OUT OF THE SECONDARY SWITCH IS PRECEDED BY THE MALFUNCTION OF THE PRIMARY SWITCH UNLESS A PREAMATURE TRIP-OUT OCCURS. IN THE EVENT OF A TRIP-OUT, STARTER REMOVAL IS RQR, THUS CAUSING NUISANCE STARTER CHANGES. B. THE VENDOR HAS MADE RETROFIT CHANGES AT OVERHAUL EFFECTIVE AT STARTER SER NR 12711 AND ONE. THE SECONDARY SWITCH SETTING WAS INCREASED FROM 2700 PLUS OVER PINUS 100RPM TO 2900 PLUS OVER MINUS 100RPM TO MINIMIZE PREMATURE SECONDARY SWITCH ACTUATIONS /TRIP-OUTS/. C. AS ADDITIONAL INFO, THERE ARE TWO TYPES OF PRIMARY CENTRIFUGAL SWITCHES THAT HAVE BEEN USED INTERCHANGEABLY IN THE STARTERS. ONE MODEL OF THE SWITCH HAS A SOLID PIN TYPE ACTUATING BUTTON. IN SOME CASES THE PIN WAS MADE OF A SOFT MATERIAL WHICH WAS SUBJ TO WEAR THAT RESULTED IN A CHANGE TO THE CUT-OUT SPEED SETTINGS. THE OTHER TYPE SWITCH HAS A BALL AND SOCKET TYPE BUTTON WITH HARDENED SURFACES THAT ARE RESESTANT TO WEAR. THE LATTER TYPE IS INSTALLED IN ALL STARTERS EFFECTIVE AT SER NR 12852, AND ON. THE MANUFACTURER RECOMMENDED THAT ALL STARTERS BE CHANGED AT OVERHAUL TO THE BALL AND SOCKET TYPE SWITCH. THIS RECOMMENDATION WAS APPROVED AND IS BEING ACCOMPLISHED BY HAMILTON STANDARD ENGINEERING CHANGE 47911 WHICH REPLACES THE SWITCH AND BRACKET ASSY, PART NR 508581, WITH SWITCH AND BRACKET ASSY, PART NR 549530 AT TIME OF OVERHAUL. 4. UR 4130 SW 59-25 WAS INVESTIGATED AND IT WAS DETERMINED THAT THE STARTER MALFUNCTION WAS ATTRIBUTED TO FAILURE OF PRESSURE SWITCH. THE CONTR RECORDS

(4)

INDICATE THAT THIS IS THE ONLY MALFUNCTION OF THIS PART REPORTED TO DATE. THEREFORE, NO CORRECTIVE ACTION IS RECOMMENDED PENDING THE RECEIPT OF ADDITIONAL REPORTS. 5. UR 7BW 59-98 WAS INVESTIGATED AND IT WAS DETERMINED THAT THE MALFUNCTION WAS CAUSED BY BURNER PRESSURE SWITCH FAILURE. THIS SWITCH WAS REPLACED ON PDN ACFT BY PRR 4415, EFFECTIVE AF 57-1485 THROUGH AF57-1495, WITH AN OIL FILLED TYPE SWITCH. RETROFIT WAS ACCOMPLISHED AT HAMILTON-STANDARD CORP BY ECP 4415 DURING OVERHAUL. 6. UR 4228 SW 59-65 WAS INVESTIGATED AND IT WAS DETERMINED THAT STARTER FAILURE WAS CAUSED BY INTERNAL FAILURE OF THE GEAR TRAIN AND CASE. IT WAS ALSO DETERMINED, BASED ON INFO AVAILABLE, THAT THE STARTER UNIT ELECTRICAL SYSTEM HAD BEEN JUMPERED DURING AN ATTEMPTED PNEUMATIC START. THIS CAUSED THE UNIT TO OVERSPEED AND RESULTED IN FAILURE. 7. UR 3902 ABW 59-78 AND 42BW 59-110 HAVE UNDERGONE PRELIMINARY INVESTIGATIONS WHICH SHOW THAT NEITHER OF THESE STARTERS HAS BEEN MODIFIED TO THE LATEST CONFIGURATION BY THE CONTR OR THE COMMODITY AMA. 8. INVIEW OF THE FOREGOING EXPLANATION REGARDING THE ACTIONS THAT ARE BEING ACCOMPLISHED TO IMPROVE THE RELIABILITY OF ALL MODELS OF THE HAMILTON-STANDARD FAS-450 STARTER, THIS OFFICE FEELS THAT THE PFOJ CAN PROPERLY BE CLOSED. WITH THE EXCEPTION OF THE INSTALATION OF A NEW BURNER SECTION TO MODIFY THE -21 TO A -22 WHICH WAS DISAPPROVED

NECONOMICAL UNTIL THE -22 HAS BEEN GRANTED QUALIFICATION APPROVAL BY THE AF. ALL STARTERS ARE BEING MODIFIED WITH ALL KNOWN FIXES AS THEY PASS THROUGH THE PDN OR OVERHAUL FACILITY. ALSO IT SHOULD BE NOTED THAT CONTINUING SURVEILLANCE OVER THE FUEL-AIR STARTERSYSTEM RELIABILITY PROBLEM IS BEING MAINTAINED THROUGH AN ACTION ITEM OF THE KC-135 WEAPONS PHASING GROUP. THEREFORE THIS PROJECT IS BEING RENUMBERED TO PHASE 3 AND CLOSED. IN THE EVENT FUTURE SERVICE REPORTS PROVIDE NEW RELIABILITY INFO ON THE LATEST CONFIGURATIONS THESE FACTORS WILL BE SEPARATELY CONSIDERED AT A LATER DATE

BT

29/2125Z RUWKBF

NNNN

BOEING AIRPLANE COMPANY
235 American National Bldg.
Oklahoma City, Oklahoma

June 22, 1960

1-2400-4-1262

To: D. R. Seibel

Subject: FAS Air Bottle Control Valve, KC-135

Reference: 6-7171-1-12559 Dated June 13, 1960

Reference letter requested quantity and reason for overhaul of three versions of subject valve. The following information was furnished by OCAMA, Commodities Division:

Part Number	Quantity Overhauled
38E13-8A (Bendix)	None - A quantity of these valves have been procured. Mobile AMA will control this item.
38E13-3A (Bendix)	No record of procurement.
84891 (Kidde)	From July 1, 1959 to date, a total quantity of 402 valves have been subject to overhaul. No record maintained prior to fiscal year 1960.

Shop personnel were contacted for the reason for overhaul - their comment was as follows:

Presently, the attrition rate on the air pressure gage, Bendix Part Number 643897, Stock Number 6685-726-1908 is approximately 100-115%. A large percentage of valves returned for overhaul are found to operate satisfactorily but the air pressure gage is either inoperative or inaccurate. Physical inspection of the Part Number 643897 gauge shows it to be flimsy and subject to Bordon tube damage whenever jarred or subjected to rough handling. Effect of normal engine vibration is unknown, but "kid glove" handling is required during shipping, installation and normal maintenance. The "115%" failure rate is due to gage failure during functional pressure testing after valve overhaul. The overhaul T.O. was not checked for functional test air pressure

requirements; however, OCAMA shop personnel indicated the T.O. requirements were complied with. They indicated that two or three applications of the specified air pressure could result in gage failure. This problem was not encountered with the original "U.S.Gage Company" gage.

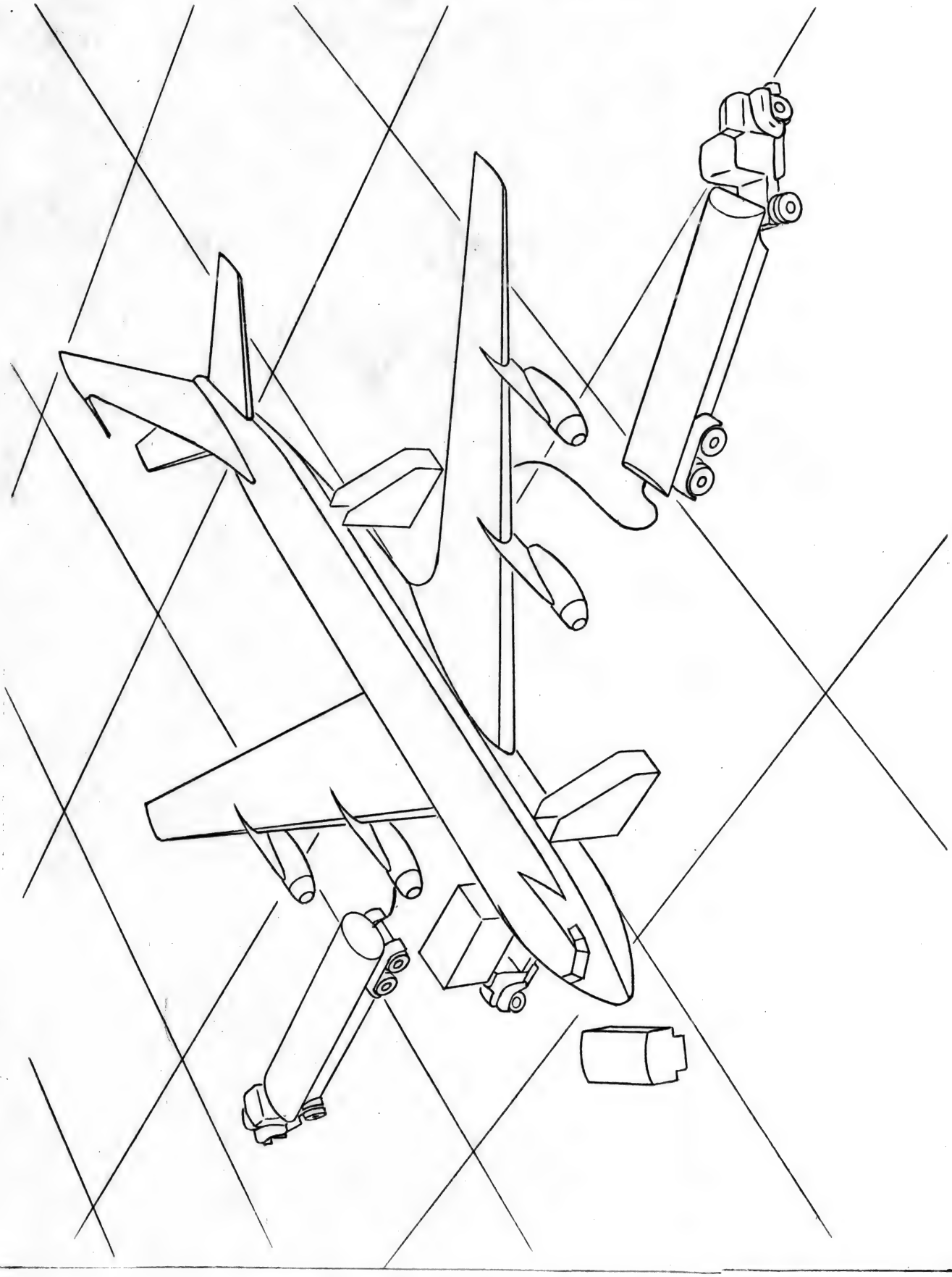
In cases when actual valve failure was found, one main reason was due to "O" ring enlargement. Evidently, oil from the F/A starter air compressor gets into the valve, causing the "O" ring to swell and bind the shuttle. Apparently two sources for the "O" ring have been used, both during initial installation and overhaul. At present, only the "O" ring subject to enlargement is being furnished to the OCAMA shop. This is Part Number 6227B-14, Stock Number 6600-589215-7, Manufactured by Stillman Rubber Company (sample attached). Following our discussion, OCAMA shop supervisory personnel indicated they would try to obtain the other "non-swelling" "O" ring. They didn't have a manufacturer, part number or stock number to go by as the man actually doing the overhaul could identify the good "O" ring only by the color markings. He indicated that he would save samples of both types of "O" rings when available from subsequent overhaul. These parts will be forwarded when available.

W. J. Groseclose

W. J. Groseclose
Staff Representative
Engineering

WJG/sp

Attachment



Typical Terminal Service Arrangement
Figure 202

6. Toilet Servicing

A. Forward and aft toilet drain panels are located on lower right side of fuselage. The forward toilet service drain panel is located at station 304, right buttock line 45 and water line 165. The panel contains toilet sewer drain, waste water drain, forward and aft flush connection, water waste valve, and forward and aft sewage valves. The aft toilet drain panel is located at body station 1413, buttock line zero, and water line 190 and contains a toilet sewage drain, left and right flush valves, and left and right flush connection.

7. Water Servicing

A. The forward water tank pressure filler and drain connection is located on left side of body station 357 at water line 154.

B. Aft water tank filler and drain connection is located at body station 1265, water line 184. (See chapter 38-0.)

C. The water injection tank for airplanes equipped with JT3C-4 engines has a capacity of 450 U.S. gallons. The tank filler is located on outside of body near trailing edge of wing on left side. Provisions for installation of two additional tanks in aft wheel well area have been added to accommodate water injection demands for JT3C-6 engine installations. The additional tanks each have a capacity of 142 U.S. gallons, and are interconnected to main tank.

SERVICING

1. General

A. The design configuration of the 707 airplane provides for most major servicing to be accomplished on right side of fuselage. Passenger loading doors are located forward and aft on left side of fuselage to avoid interference during ground servicing activities.

2. Air Servicing

A. Hydraulic Accumulators.

1. The utility, auxiliary, and brake hydraulic accumulators are located in the right wing trailing edge, just outboard of wheel well. Utility and auxiliary accumulators are air precharged to 2000 psi and the brake accumulator is air precharged to 1500 psi.

3. Fueling

A. Pressure Fueling

1. A pressure fueling system is installed with two fuel adapters located on lower surface of each wing. Fueling control panels are located adjacent to adapters for manual operation and visual reference by a ground service operator. (See chapter 28-0.)

4. Hydraulic Fluid Servicing

A. Hydraulic Tanks.

1. 1. A 7-gallon hydraulic supply reservoir is located in left wing trailing edge, outboard of wheel well and just aft of rear spar. In servicing, the reservoir is filled to the 5-5/8-gallon position to allow space for fluid expansion. If hydraulic system has been completely drained, 27 to 30-gallons of fluid will be required to service system. The 707-121 uses Skydrol 500 as an operating fluid.

5. Oxygen Servicing

A. Oxygen System.

1. Oxygen system replenishment is accomplished by removal of four oxygen cylinders located overhead behind a drop ceiling panel between stations 1200 and 1240.

B. Portable Oxygen Bottles.

1. Two portable oxygen bottles are located in forward clothes closet and two bottles are in aft closet.

CHAPTER 12

SERVICING

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Subject	Subject No.
SERVICING - GENERAL	12-1-0
ACCESS AND INSPECTION OPENINGS	12-2-0
CLEANING AND WASHING	12-3-0

PLACARDS (MARKINGS) - DESCRIPTION AND OPERATION

1. General

A. Placards are placed on both, the interior and exterior of the airplane. Some of them give information as to what procedures to follow when servicing the airplane units. Some of them give a CAUTION or WARNING in places of potential damage or danger. Most of the larger placards on the exterior of the airplane are for identification. The insignia and exterior markings on the airplane are applied by silk screening, decals or stencils. The interior markings are applied by decals, metal-cals or stencils. Stenciling or silk screening that becomes damaged must be repaired. Decals and metal-cals that become damaged must be replaced. The application procedure for decals varies with the type of decal used and the location and type of surface to which it is applied. Care must be taken to clean the receiving surface thoroughly and use the proper application procedure.

END

CHAPTER 11

REQUIRED PLACARDS

TABLE OF CONTENTS

Subject	Subject No.
PLACARDS	11-0

ENGINE AND NACELLE ANTI-ICING SYSTEMS - DESCRIPTION AND OPERATION

1. General

A. The engine nose cowl and engine inlet guide vanes are anti-iced by engine high pressure compressor bleed air. The air is ducted from the bleed port of each engine to the nose cowl and inlet guide vanes for that engine. Shutoff valves located in each supply line are controlled by an individual switch for each engine located on the pilots' overhead panel.

END

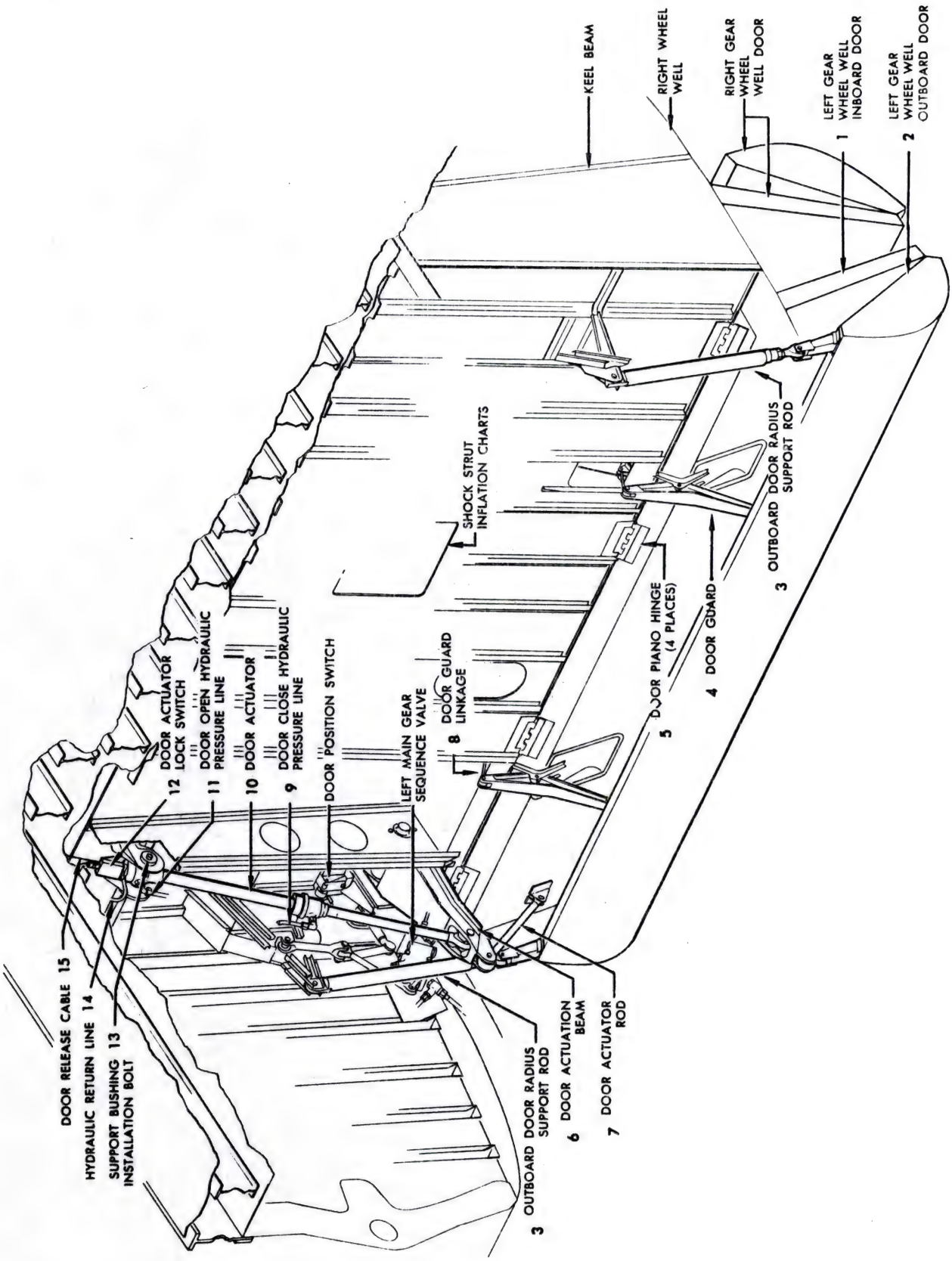
7. Landing Gear Retraction - Extension Actuators

A. The landing gear retraction-extension system is provided with hydraulic piston type actuators for actuation and locking of the landing gear. The actuators are jig located and have no adjustments. The head and piston rod terminals are equipped with self-aligning bearings with a lube fitting on terminal housing. The landing gear retraction-extension system actuators include: wheel well door actuators, landing gear actuators, landing gear lock actuators, main gear side strut actuator and nose gear lock retention actuator.

B. Wheel Well Door Actuator

(1) Main Gear Door Actuator

(a) The main gear door actuator, figure 6, is located at forward inboard end of each main wheel well. The actuator receives hydraulic pressure from landing gear positioned door control valve. The actuator cylinder end is trunnion mounted to upper side of keel beam web. The actuator rod end is attached to a jig located non-adjustable actuator beam pivoted on keel beam. The actuator extends to open doors and retracts to close doors. The open or close cycle is completed in approximately one second with actuator bottoming at each end of actuation.



Main Gear Door Actuator
Figure 6

(b) The actuator lock mechanism, figure 7, consists of a lock shaft extending out through cylinder end of actuator to actuate "door locked" micro-switch and attached to door release cable from emergency extension shaft assembly and ground door release handle. The lock rod incorporates (on inner end) a pair of folding toggles which actuate two diametrically opposite bronze lock segment blocks. The blocks are supported in broached holes in a steel retainer cylinder and seat behind a flange on end of actuator piston rod, locking it in retracted "door closed" position. A compression spring and spring seat cylinder attached to lock rod by a lock ring loads lock rod towards locked position. System pressure applied at cylinder end of actuator (door open pressure) forces lock rod upward against return pressure and spring load. As rod moves up, toggles fold inward allowing piston to push lock segment blocks inward freeing actuator piston. As actuator piston extends (door opening) a spring loaded retainer segment follows piston to slide outside of lock segment blocks keeping them in for return of piston on retraction (door closing). As actuator extends, displaced fluid returns to hydraulic system by way of a restricted passage in piston rod bearing. Restriction of displaced fluid provides snubbing action to slow piston travel near end of stroke. With hydraulic pressure applied at rod end of actuator for door closing, the piston is retracted to contact spring loaded retainer segment pushing it back and sliding over lock segment blocks. With piston retracted (to bottomed position) and door closed, the spring loaded lock rod is pushed down causing toggles to expand, pushing lock segment blocks out to lock the actuator in retracted position. The lock balance port at cylinder end of actuator is designed to prevent return surge pressures in line to cylinder end of actuator piston from unlocking the door actuator.

3. CONTROL SURFACES

Total Aileron Area AFT of Hinge Line	
Inboard Aileron, including 5.8 Square Feet of TAB area	39 Square Feet
Outboard Aileron, including 5.5 Square Feet of TAB area	80.6 Square Feet
TOTAL	119.6 Square Feet
Horizontal Tail Area Total	500 Square Feet
Stabilizer, to Elevator Hinge Line, including 60.9 Square Feet of Fuselage	382.7 Square Feet
Elevator AFT of Hinge Line including 18.0 Square Feet of total area	117.6 Square Feet
Span	39 Feet 8.4 Inches
Vertical Tail Area Total (not including Fin)	303.7 Square Feet
Dorsal Fin	8.7 Square Feet
Fin to Rudder Hinge Line including 4.9 Square Feet of Fin Tip Hinge Line	201.8 Square Feet
Rudder, AFT of Hinge Line including	101.9 Square Feet
Fin Height	38 Feet 4 Inches

4. BODY

Length	138 Feet 10 Inches
Width	12 Feet 4 Inches
Cross Section Vertical Height	14 Feet 2-1/2 Inches

5. LANDING GEAR

Tread, Main Gear ..... ~~21~~ 22 Feet 1 Inch

Wheel Base, Nose to Main Gear..... 52 Feet 4 Inches

Main Gear, Wheels and Tires..... 15.50 x 20

Nose Gear, Wheels and Tires..... 12.50 x 16

CHAPTER 7

LIFTING & SHORING

TABLE OF CONTENTS

Subject	Subject No.
AIRPLANE JACKING	7-1-1

AIRPLANE JACKING

1. General

A. The airplane is provided with three main jacking points and three stabilizing jacking points, (figure 201). The main jacking points are the two inboard wing jacking points I and II (limited to 78,000 pounds each) and the aft fuselage jacking point III (limited to 13,000 pounds). Main jacking points will collectively carry airplanes weighing up to 169,000 pounds. The stabilizing jacking points are the two outboard wing jacking points IV and V (limited to 12,000 pounds maximum, each), and the forward fuselage jacking point "VI" (limited to 18,000 pounds). In addition, there is a jack pad on under side of each main gear truck axle (limited to 58,000 pounds each) and a jack pad under nose gear axle (limited to 30,000 pounds).

B. A preliminary figure for wind limitations for outside jacking has been established. The airplane shall not be raised on jacks in winds exceeding 35 miles per hour.

2. Jack Airplane

A. Make sure all landing gear down locks are in place.

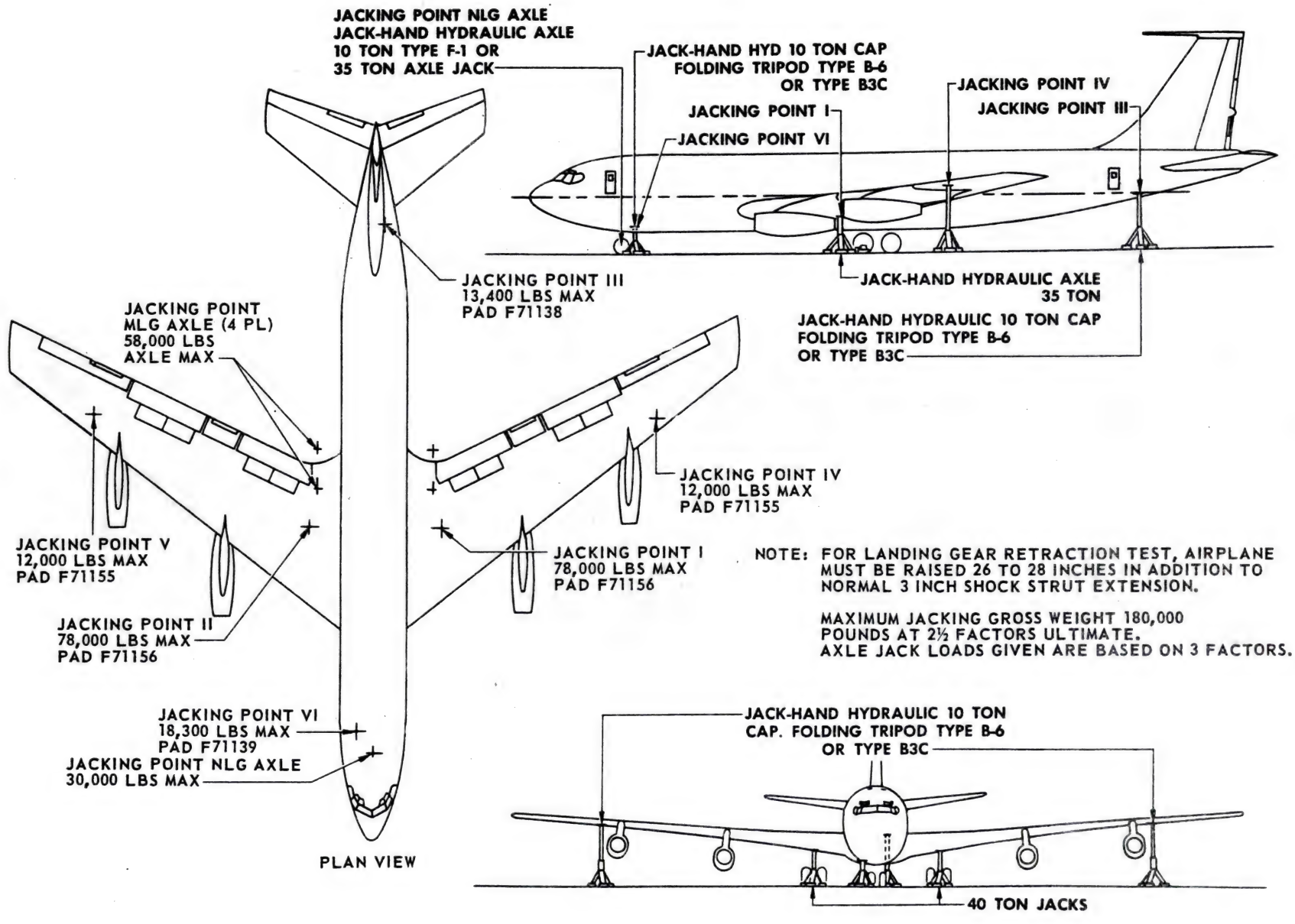
B. Head airplane into the wind if in an exposed area. Lower vertical fin if airplane is to remain on jacks for an extended period of time or if winds are unstable.

CAUTION: DO NOT JACK AIRPLANE IF WINDS EXCEED 35 MILES PER HOUR.

C. Install jack pads and position jacks per figure 201.

NOTE: Jacks must be equipped with pressure gages or a table used for converting pressure readings to pounds of load at jacking point.

D. Remove wheel chocks and release parking brakes.



Jacking Diagram
Figure 201 (Sheet 1 of 2)

JACKS

AXLE JACKS						
SOURCE	MODEL	CAPACITY TONS	MINIMUM HEIGHT	HYDRAULIC LIFT	SCREW EXTENSION	BASE WIDTH
SMITH NELSON CORP.	3510-51	35	10.5	11.0	6	6.5
	3510-53	35	10.0	10.0	6	12.0
REGENT	993R	25	7	10	3	5.5
	1905	25	10	12	4	6
	1921	35	10	11	6	6
	983-S	5	6	10.5	3	5.5
	960-T	10	8	13	4	7.8
	1975	12	10	16	NONE	10.25
WING INBOARD						
REGENT	989A	40	60-78-96	44	16	
	2924	75	72	50	20	
SMITH NELSON CORP.	4060-14R	40	60-78-96	44	18	
	5060-10 -14 -15	50	60-78-96	40	16	
MALABAR	780R	40	60-73	40	18	
WING OUTBOARD, BODY-FORWARD & AFT						
REGENT	B3C	20	52-77 88-106 124-142	40	15	

	JACK PAD HEIGHT (APPROXIMATE) (WITH 3 INCH SHOCK STRUT EXTENSION)					
JACK PADS	I & II	III	IV & V	VI	NLG AXLE	MLG AXLE
NO FLAT TIRE	80	124	136	72	12.25	15.25
ONE FLAT TIRE					10.50	12.50
TWO FLAT TIRES					7.50	6.00

Jacking Diagram
Figure 201 (Sheet 2 of 2)

E. Use plumb-bob and leveling scale in left wheel well (figure 202) to establish level lateral and longitudinal attitude while raising airplane.

NOTE: This method of leveling is accurate enough for general jacking requirements and gear retraction only.

F. Raise airplane in level attitude with jacks at wing jack pads "I" and "II" and tail jack pad "III" until landing gear clears ground.

CAUTION: JACKS AT PADS "I" AND "II" MUST BE RAISED PRIOR TO OR SIMULTANEOUSLY WITH JACK AT JACK PAD "III." RAISING TAIL JACK AHEAD OF WING JACKS MAY OVERLOAD TAIL JACK POINT BY FORCING NOSE OF AIRPLANE DOWN ON NOSE GEAR OR NOSE STEADYING JACK.

Jack pad heights above ground, jack pad maximum allowable loads and a source of jacks to be used are listed below. Jack pad heights are based on a three inch shock strut extension and no flat tires. Airplane must be raised an additional 26 to 28 inches (approximate) for landing gear extension check.

JACK POINT	APPROXIMATE JACK PAD HEIGHT	MAXIMUM ALLOWABLE LOAD
WING INBOARD	80 INCHES	78,000 POUNDS
WING OUTBOARD	136 INCHES	12,000 POUNDS
BODY - FORWARD	72 INCHES	18,300 POUNDS
BODY - AFT	124 INCHES	13,400 POUNDS

JACKS -- WING INBOARD

-SOURCE	MODEL	CAPACITY TONS	MINIMUM HEIGHT	HYDRAULIC LIFT	SCREW EXTENSION
REGENT	989A	40	60-78-96	44	16
	2924	75	72	50	20
SMITH-NELSON	4060-14R	40	60-78-96	44	18
	5060-10, -14, -15	50	60-78-96	40	16
MALABAR	780R	40	60-73	40	18

JACK -- WING OUTBOARD, BODY - FORWARD AND AFT

REGENT	B3C	20	52-70-88 106-124-142	40	15

JACK PAD ADAPTERS

PART NUMBER	USE
F71138	Adapts Jack to fuselage aft jacking point "III."
F71139	Adapts Jack to fuselage Forward jacking point "VI."
F71155	Adapts Jack to outboard wing Jacking Points "IV" and "V."
F71156	Adapts Jack to Inboard Wing Jacking Points "I" and "II."

G. Raise outboard wing jacks "IV" and "V" and nose jack "VI" until sufficient weight is supported to steady airplane.

CAUTION: DO NOT EXCEED ALLOWABLE LOAD ON JACKS.

NOTE; Lower all jack ram lock nuts as jacks are raised. Maintain a clearance of one-inch from nut to collar until jacking is complete, then snug up nut and tighten lockscrew.

3. Lower Airplane

A. With jacks supporting airplane per figure 201, lower airplane by first lowering steadying jacks "IV," "V," and "VI" ahead of tail "III" and inboard wing jacks "I" and "II."

NOTE: To lower jacks, turn jack ram lock nuts up preceding jack collar by one-inch.

B. Lower main jacks "I," "II" and "III" evenly and simultaneously checking continuously to make sure main gear touch ground as soon as, or prior to nose gear, so tail jack point "III" is not overloaded.

CAUTION: IF A JACK "HANGS-UP," THE RAM IS NOT DROPPING INTO CYLINDER. DO NOT PRECEDE JACK COLLAR WITH JACK RAM LOCK NUT BY MORE THAN ONE INCH. "HANG-UP" CONDITION MAY BE RELIEVED BY RAISING AND THEN LOWERING JACK (WORKING JACK) UNTIL FREE. IF "HANG-UP" CONTINUES, IT MAY BE NECESSARY TO RAISE AND CRIB AIRPLANE, AND THEN REPLACE FAULTY JACK.

4. Axle Jacking

A. Jacking points are provided under each landing gear axle for removal of wheel and tire or brake assembly without raising entire airplane, see figure 201. Axle jack pad load allowables, height dimensions and jacks are listed below.

CAUTION: DO NOT RAISE EITHER END OF MAIN GEAR TRUCK TO EXCEED 15°. DO NOT ATTEMPT TO JACK AIRPLANE WITH JACK UNDER CENTER OF MAIN GEAR TRUCK (UNDER SHOCK STRUT INNER CYLINDER FORK) JACK PADS ARE NOT PROVIDED UNDER FORK OF SHOCK STRUT INNER CYLINDER.

AXLE JACK PAD HEIGHT CLEARANCE BETWEEN TIRES

CONDITION	NLG	MLG	NLG	MLG
NO TIRE FLAT	13.1"	14.4"	11.5"	18.5"
ONE TIRE FLAT	10.2"	11.0"		
TWO TIRES FLAT ON ONE AXLE	7.50	6.0		
JACK PAD HEIGHT REQUIRED FOR WHEEL CHANGE	16.6	18.4		

MAXIMUM LOAD AT A SINGLE JACK PAD — NLG - 30,000 POUNDS

MLG - 58,000 POUNDS

JACKS:

SOURCE	MODEL	CAPACITY TONS	MINIMUM HEIGHT	HYDRAULIC LIFT	SCREW EXTENSION	BASE WIDTH
REGENT	993R	25"	7"	12"	3"	5.5"
	1905	25	10	18	4	6
	1921	35	10	11	6	6
	983-S	5	6	10.5	3	5.5
	960-T	10	8	13	4	7.8
	1975	12	10	16	NONE	10.25
SMITH-NELSON	3510-51	35	10.5	11.0	6	6.5
CORPS.	3510-53	35	10	10	6	12.0

6. Jack Airplane With Collapsed Gear

A. Nose Gear Collapsed

(1) Raise airplane by using a 40-ton jack at each inboard wing jack pad, "I," and "II." Do not exceed 78,000 pounds on each inboard wing jack.

(2) Crib forward fuselage as airplane is raised by wing inboard jacks.

(3) Follow fuselage aft jack pad down with a Regent Model B3C jack. Do not exceed a load of 13,400 pounds on fuselage aft jack pad.

(4) If airplane is to be moved without using nose gear, use flat bed truck (capacity 20,000 pounds) under fuselage forward section. Tow airplane using two tractors attached by cable to main gear towing lugs. Coordinate movement of tractors and truck.

B. One Main Gear Collapsed

(1) Place pneumatic bag, 1130, 1D-988 or equivalent under lower wing surface between front and rear spars (in area of wing inboard jack pad) but clear of jack pad so when airplane is raised sufficiently a jack can be inserted to finish raising procedure, see figure 204.

NOTE: Trucks or tractors attached to airplane by anchor lines must be used to keep airplane from rolling on pneumatic bags, see figure 203 and paragraph "D" below. Wood cribbage should be used under fuselage and wing structure to ensure against bag collapse or any slippage. Pneumatic bags may be inflated with a type A-1 (3.5 psi) blower or a Worthington air compressor or by air-nitrogen bottles, used with a regulator for inflation control.

C. Both Main Gear Collapsed

(1) Place pneumatic bags under wing lower surface between spars (clear of wing inboard jack pads), see figure 204.

(2) Anchor airplane by anchor lines fastened to trucks or tractors to prevent airplane from rolling on air bags. (See figure 203 and paragraph "D").

(3) Raise airplane by inflating pneumatic bags until jacks can be used on wing inboard jack pads and fuselage aft jack pad. As airplane is raised, crib wing and fuselage with wood timbers. Do not exceed jack pad maximum allowable loads, figure 201.

D. Moor Airplane for Pneumatic Bag Raising

(1) The airplane is not equipped with mooring or tie-down provisions. For emergency mooring and for mooring while using pneumatic air bags for raising airplane, see figure 203 and following instructions.

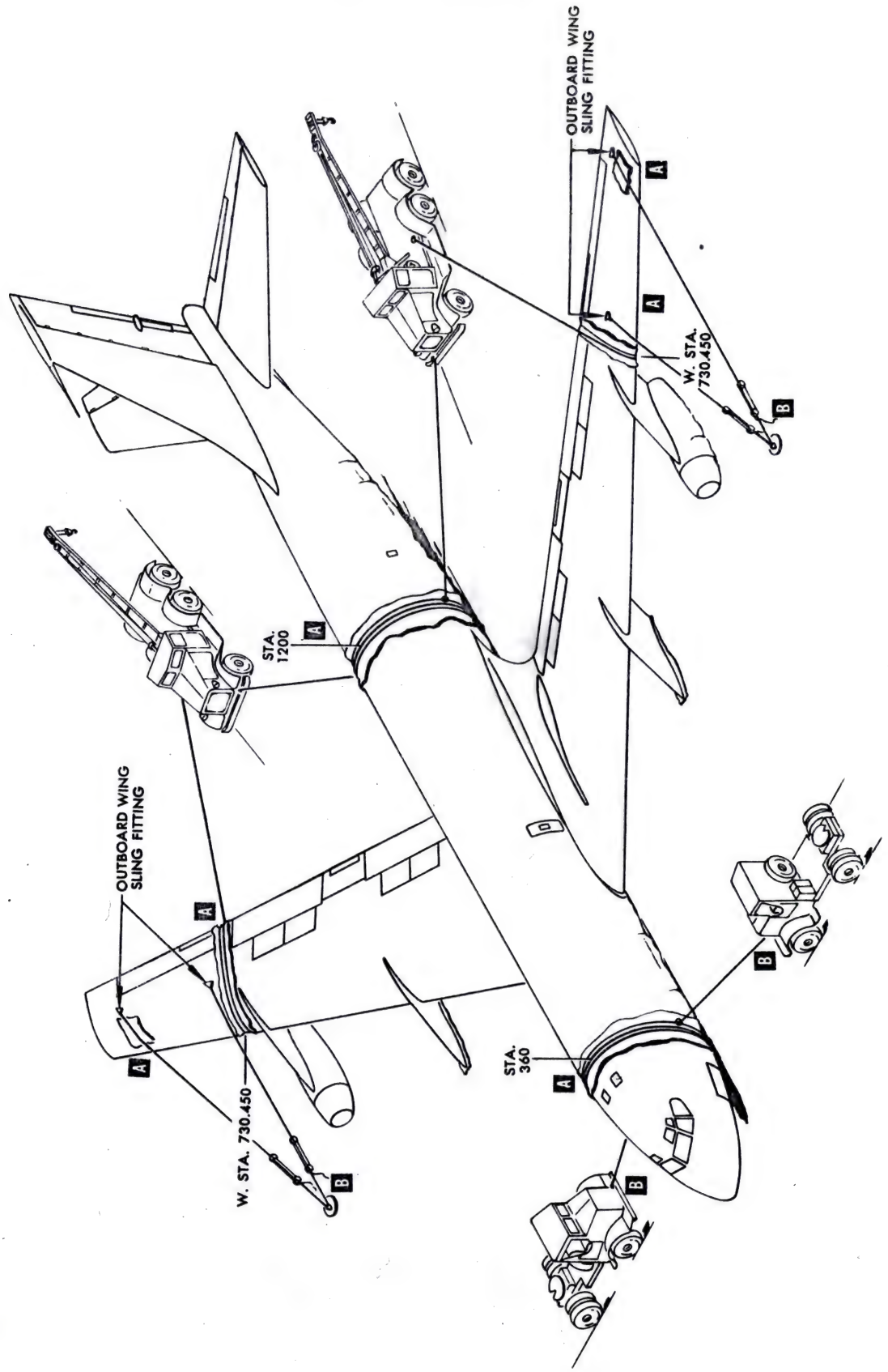
a. Wrap heavy padding around fuselage at station 360.

b. Wrap cable around fuselage over padding and directly over fuselage production break (approximately station 360 bulkhead) and attach cables to anchor stakes or heavy truck or tractor.

NOTE: Anchor cables must be attached to anchor in such manner to facilitate letting-out or taking-in of cable as airplane is raised or lowered.

c. Attach similar padding and cable at fuselage production break (approximately station 1200) and outboard wing to inboard wing production break.

d. Attach mooring fittings to outboard wing hoist sling attachment points and attach mooring cables to be secured to anchors forward of wing.

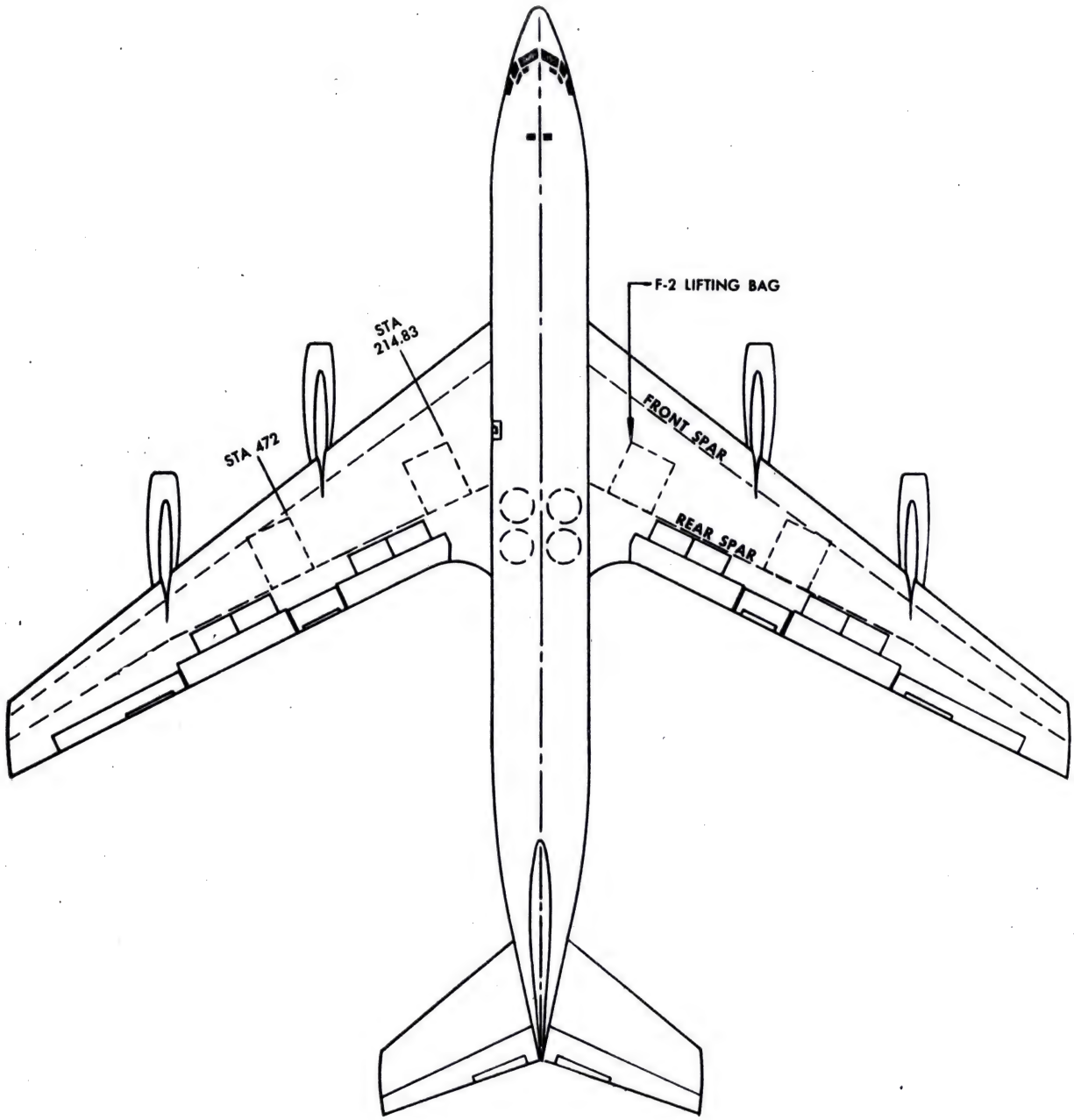


NOTE

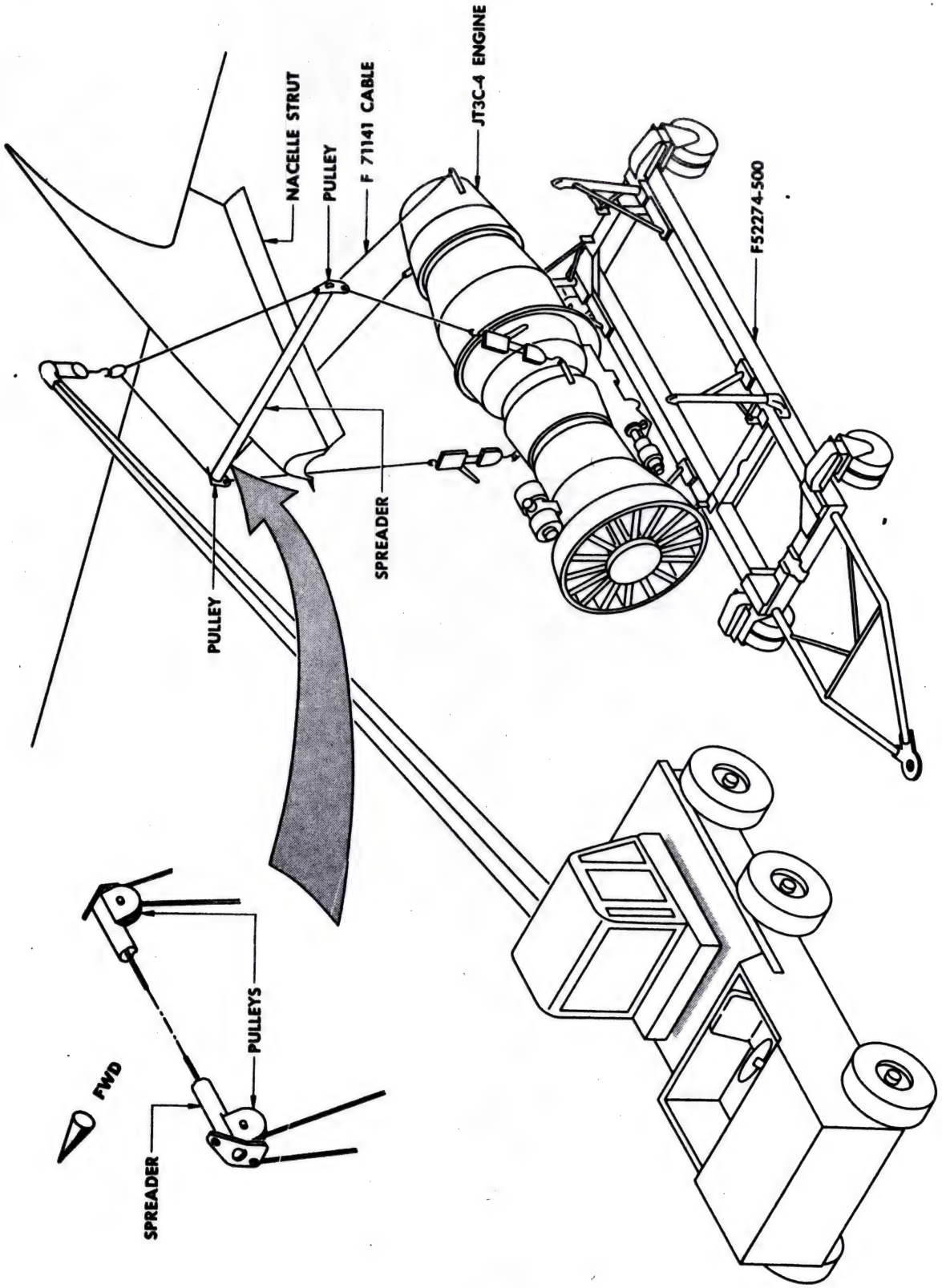
A PROVIDE PADDING FOR ALL CABLE ATTACHMENTS TO AIRCRAFT

B CABLE ADJUSTMENT REQUIRED

Airplane Mooring for Pneumatic Bag Raising
Figure 202



Pneumatic Bag Placement Under Wing
Figure 203



Engine Installation Hoisting Equipment
Figure 204

CHAPTER 8

LEVELING & WEIGHING

TABLE OF CONTENTS

Subject	Subject No.
LEVELING	8-1-1
WEIGHING	8-2-1

LEVELING

1. General

   A. The airplane must be level to permit an alignment check of airplane structure following hard landings and following structural repair or modification. The airplane must also be leveled for jacking to prevent side loads from being applied on jacks or pads, see figure 201.

2. Level Airplane

   A. Park airplane on level site (or approximately level).

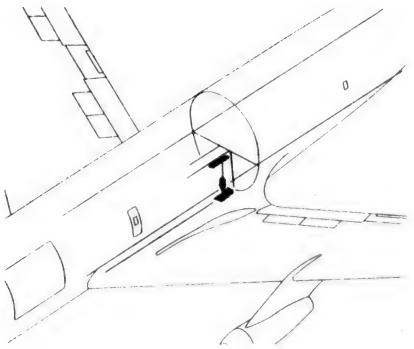
   B. Place main and stabilizing jacks in position and jack airplane until wheels clear ground.

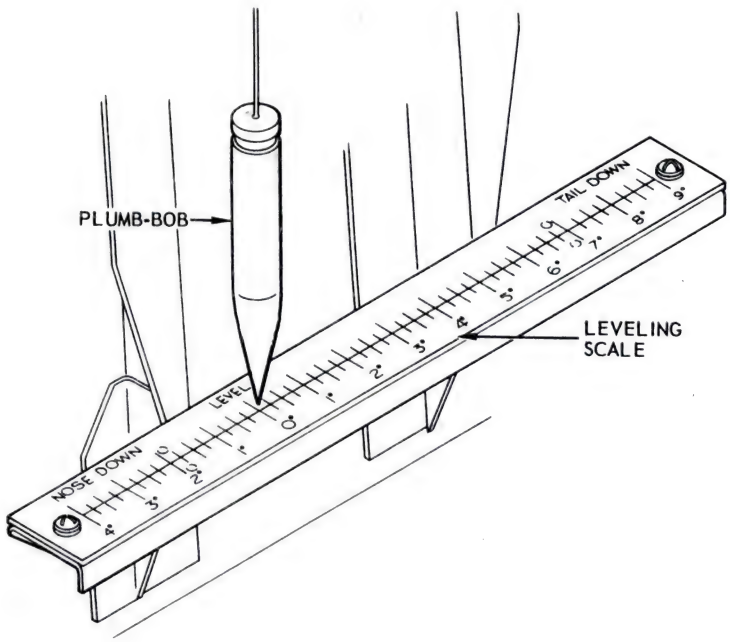
      NOTE: Do not load stabilizing jacks.

   C. Attach plumb-bob to hook above leveling provision scale in left wheel well, see figure 201, so plumb-bob just clears scale.

   D. Adjust main jacks until plumb-bob is centered fore and aft and laterally on scale to indicate airplane is level.

      CAUTION: DO NOT OVERLOAD JACK PADS. BRING STABILIZING JACKS UP JUST ENOUGH TO LOAD THEM FOR STABILIZING.





Airplane Leveling Scale
Figure 201

END

WEIGHING

1. General

   A. The airplane is weighed after any modification work in which units have been deleted or added to the airplane to affect a change in center of gravity location. Weighing is required for gross weight computation and center of gravity location.

2. Tools and Equipment Required

   Cox and Stevens electric weighing unit (or equivalent).

3. Weigh Airplane

   A. Place a weighing cell on each of main jacks positioned under wing inboard jack positions and under fuselage aft jack position, figure 201. See also 7-1-1, figure 201.

      CAUTION: AIRPLANE MUST BE LEVEL AND JACKS ALIGNED TO PREVENT SIDE LOADS ON WEIGHING CELLS.

   B. Locate kit on a stand convenient for connecting to weighing cells on jacks.

   C. Connect indicating unit to operating electrical power source and allow tube filaments to warm up to operating temperature for approximately 45 minutes.

      CAUTION: FOLLOW OPERATING INSTRUCTIONS FURNISHED WITH WEIGHING KIT FOR PROPER VOLTAGE AND POLARITY.

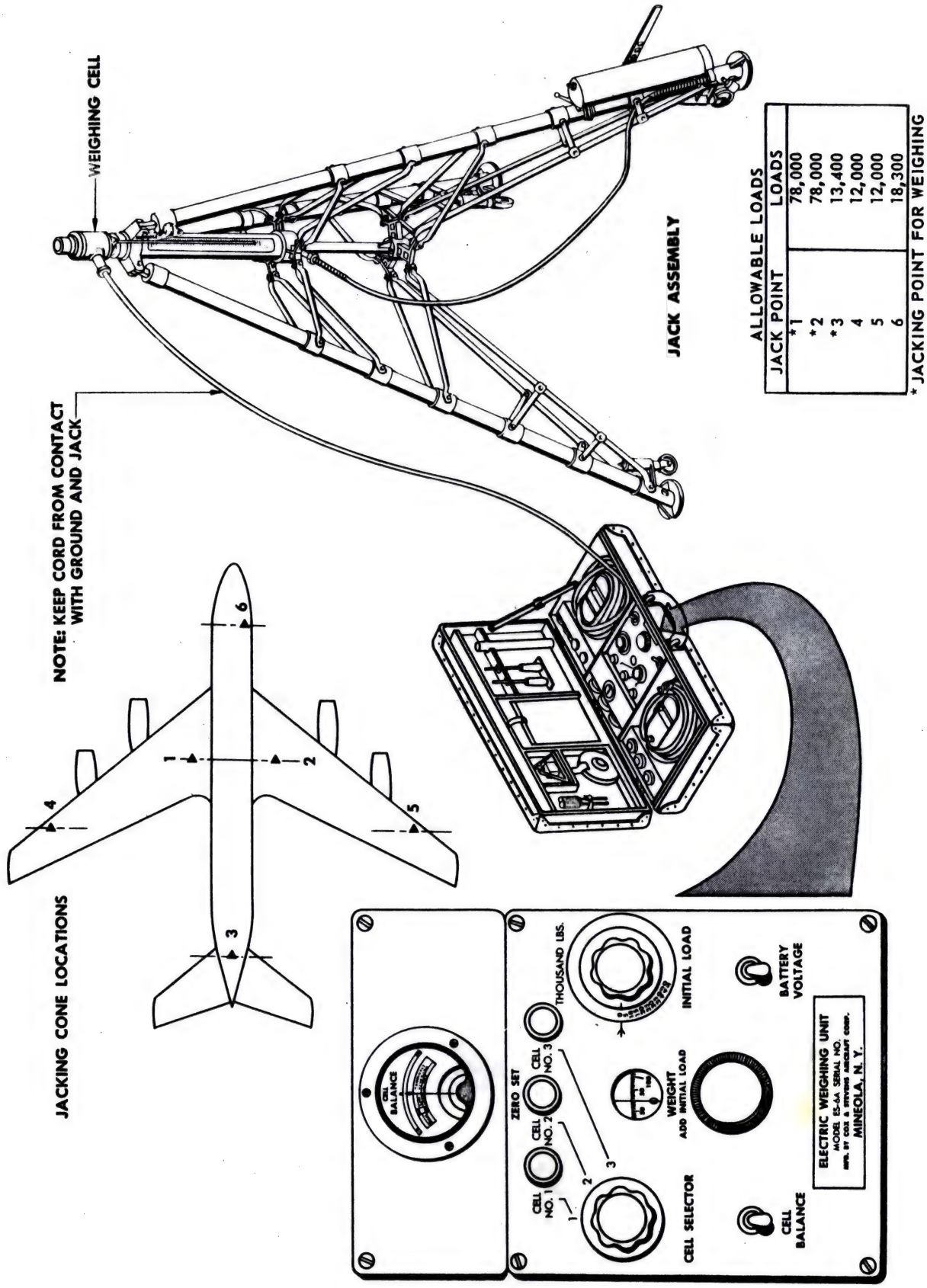
   D. Adjust indicators to zero setting for each weighing cell.

   E. Jack airplane by operating each jack simultaneously to keep airframe in level attitude as checked by leveling scale and plumb-bob in left main wheel well.

      CAUTION: OBSERVE JACK PRESSURE GAGES TO AVOID EXCEEDING LOAD LIMITATIONS ON JACK PADS. See 7-1-1, figure 201.

   F. When all tires clear ground, weighing cell load values may be read and recorded.

   G. Lower and reweigh airplane with weighing cells interchanged to check weight and accuracy of weighing cells.



Weighing Equipment
Figure 201

CHAPTER 9

TAXIING & TOWING

TABLE OF CONTENTS

Subject	Subject No.
TAXIING	9-1-1
TOWING	9-2-1

21

TAXIING

1. General

A. Taxiing of the airplane is no more difficult than taxiing any of large passenger airplanes presently in use. The main difference is that the swept wing configuration places wing tip farther back from pilot's line of sight which creates illusion of less span than that of straight wing airplane.

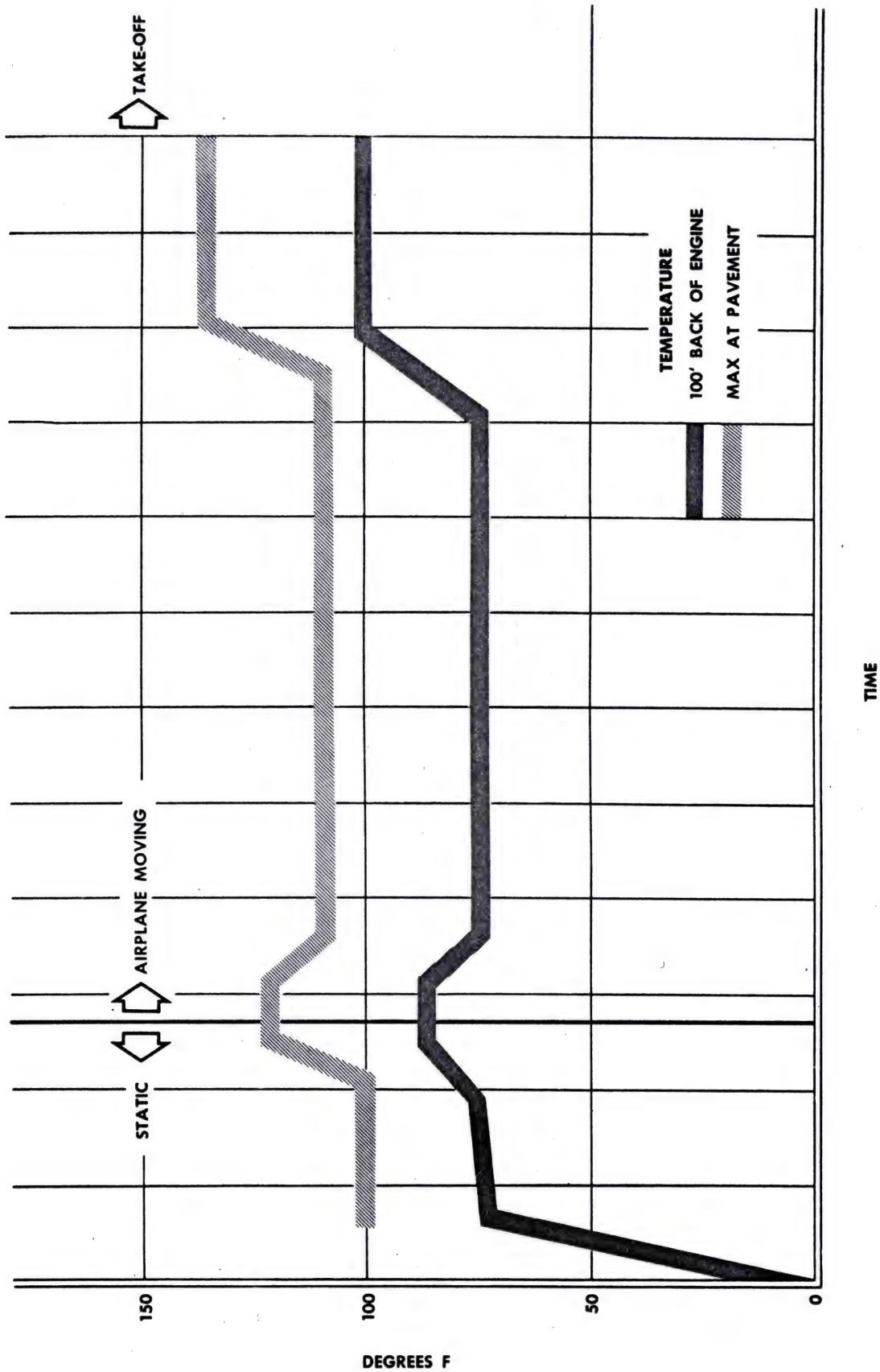
B. The 138-foot 10-inch fuselage configuration actually gives an overall length of 143-feet 9-inches from nose tip to elevator trailing tip. Overall span is 130-feet 10-inches.

C. The maximum taxi steering turning radius of nose gear is 58° on either side of center or a total of 116° turning angle.

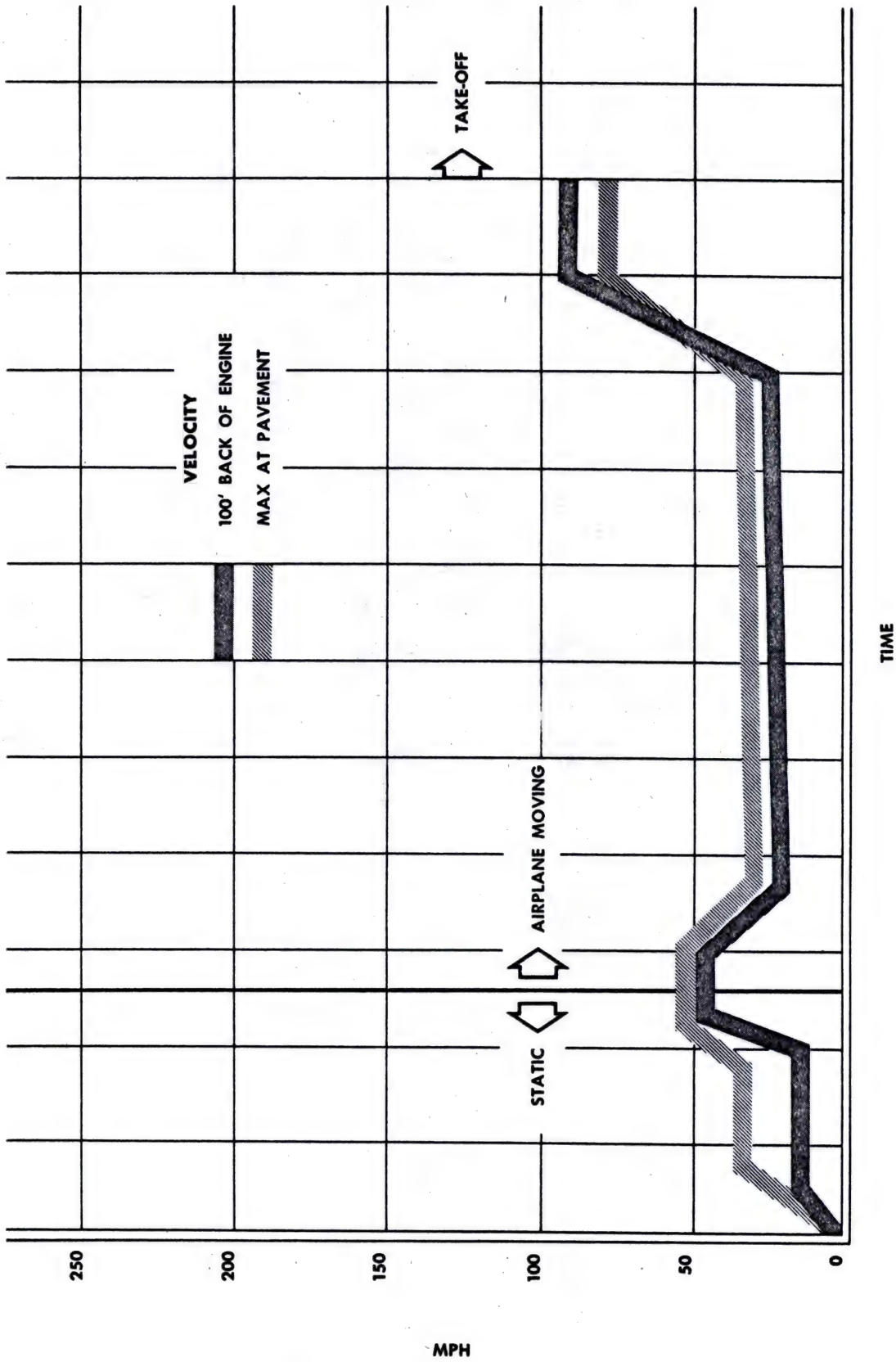
D. It is anticipated that majority of maneuvering at terminals will require no more than 80% thrust and this power would be required only to start a static loaded airplane rolling with nose gear turned from center.

E. The basis for engine run-up areas may be determined from information in figures 201, 202, 203, 204 and 205.

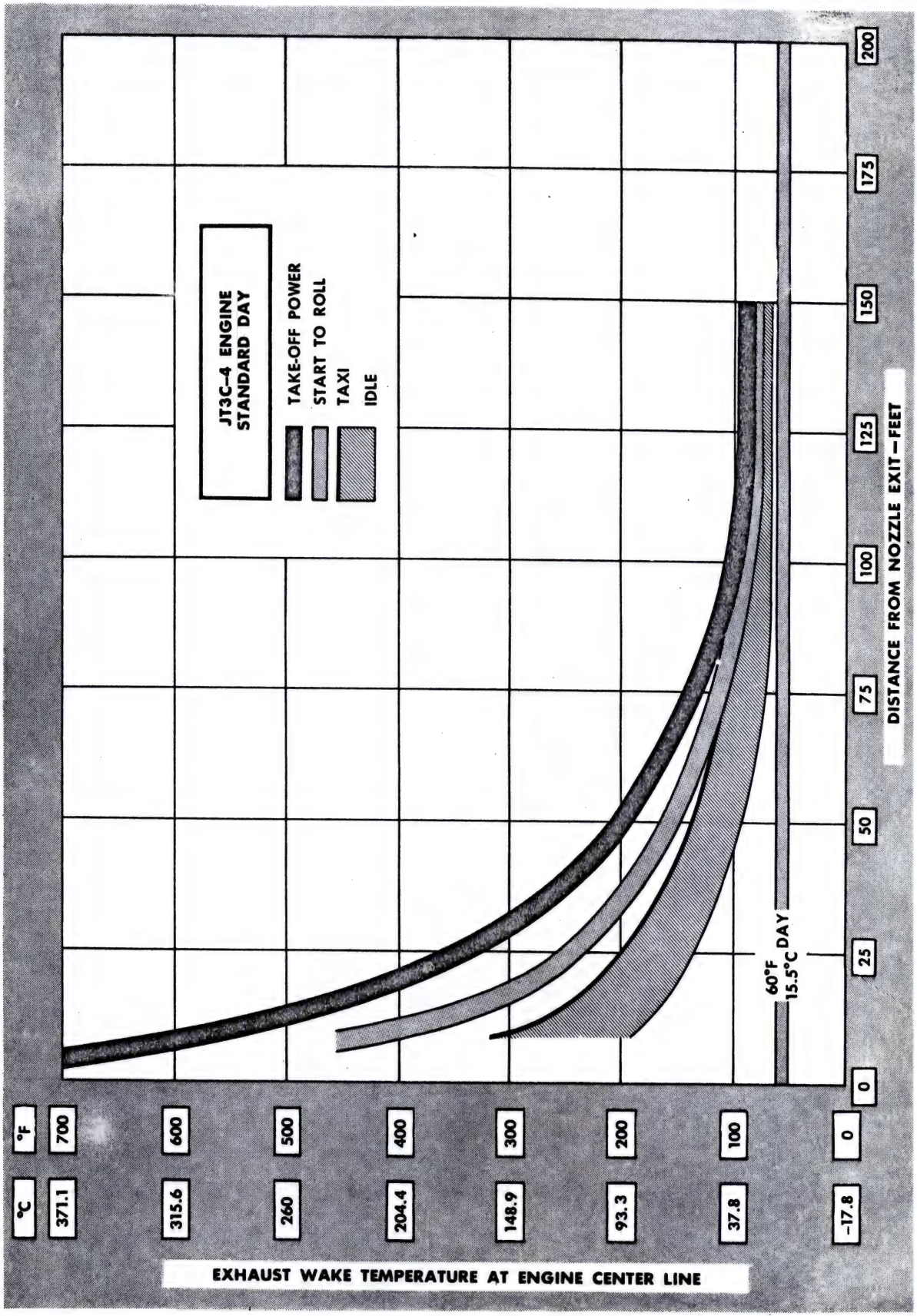
F. In regard to foreign object damage picked up through engine (compressor) intakes, every effort should be made to maintain clean parking, taxiway and runup areas. This may be accomplished by cross sweeping with conventional sweepers or by use of heavy duty commercial vacuum cleaners. Studies made by NACA indicate that vortices, generated at engine inlet during some power conditions, may be capable of lifting foreign objects from concrete expansion joints or other ramp irregularities. Ingestion of some objects could cause severe engine damage.



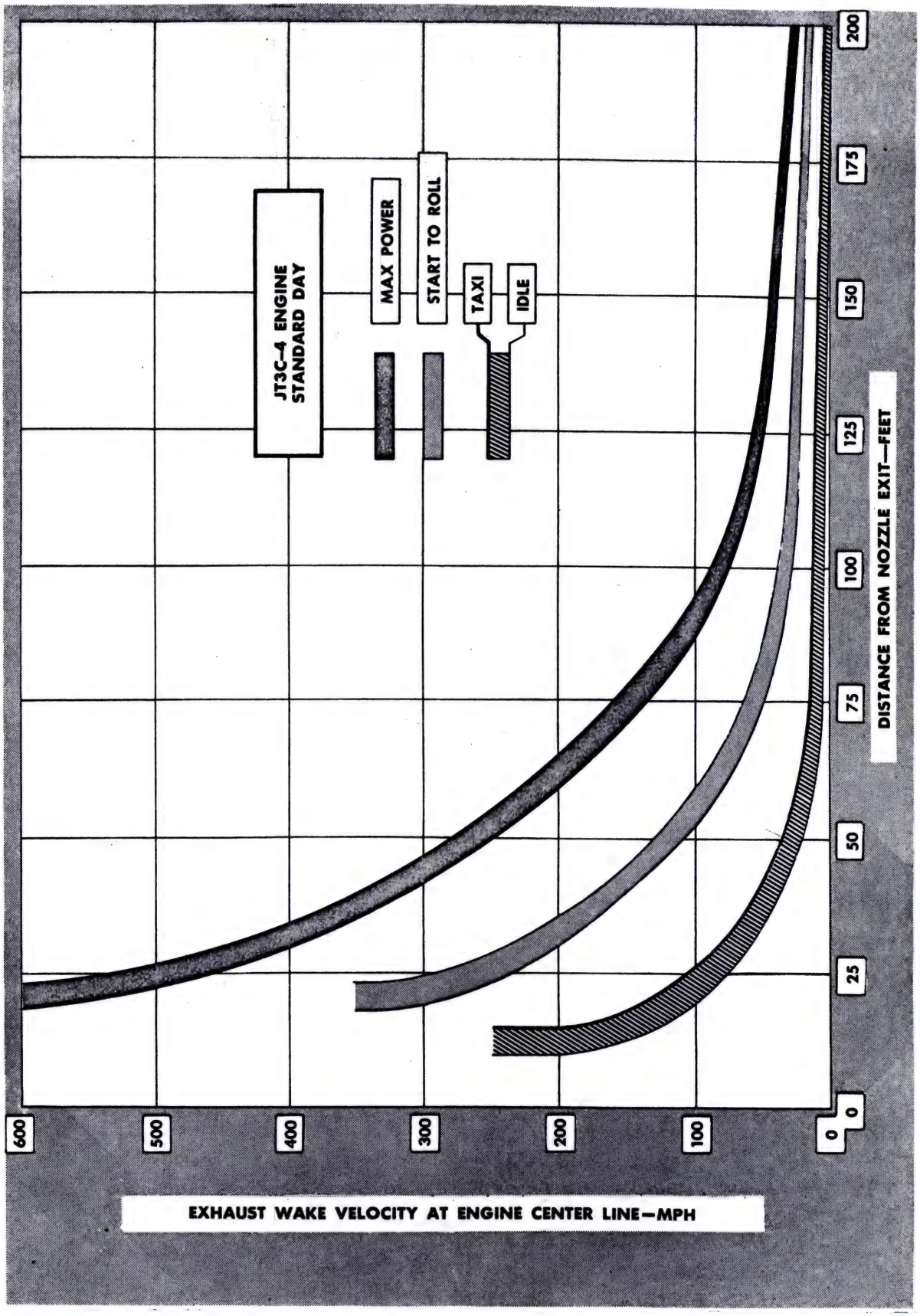
Typical Operating Temperature
Figure 201



Typical Operating Velocities
Figure 202



Jet Exhaust Temperature
Figure 203



Jet Exhaust Velocities
Figure 204



Blast Fence
Figure 205

TOWING

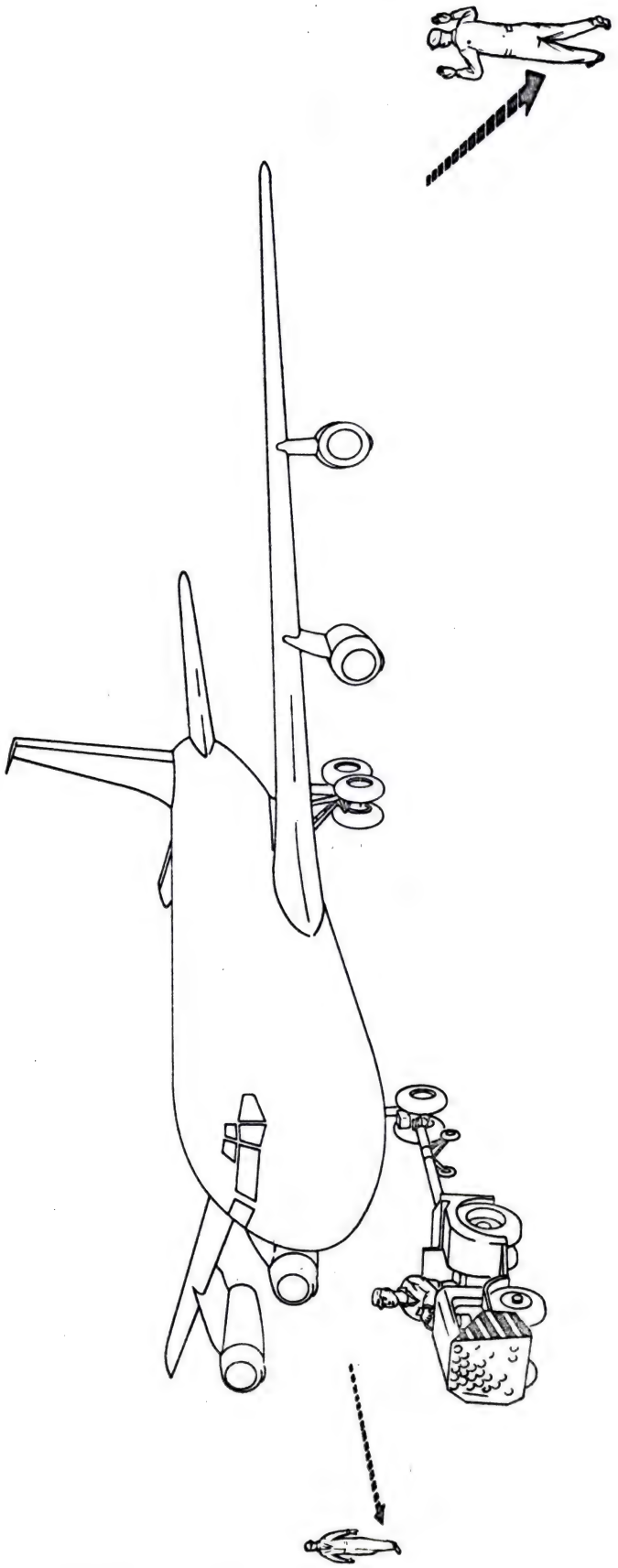
1. General

A. A towing lug is provided on forward part of nose gear strut to which a tow bar can be attached. The lug is designed to attach to a tow bar which consists of a single 8" tube approximately 21 feet long and supported by two wheels when not attached to airplane. The bar connects to airplane with a single pin fitting and is used for towing, pushing and steering the airplane by using a standard type tug tractor.

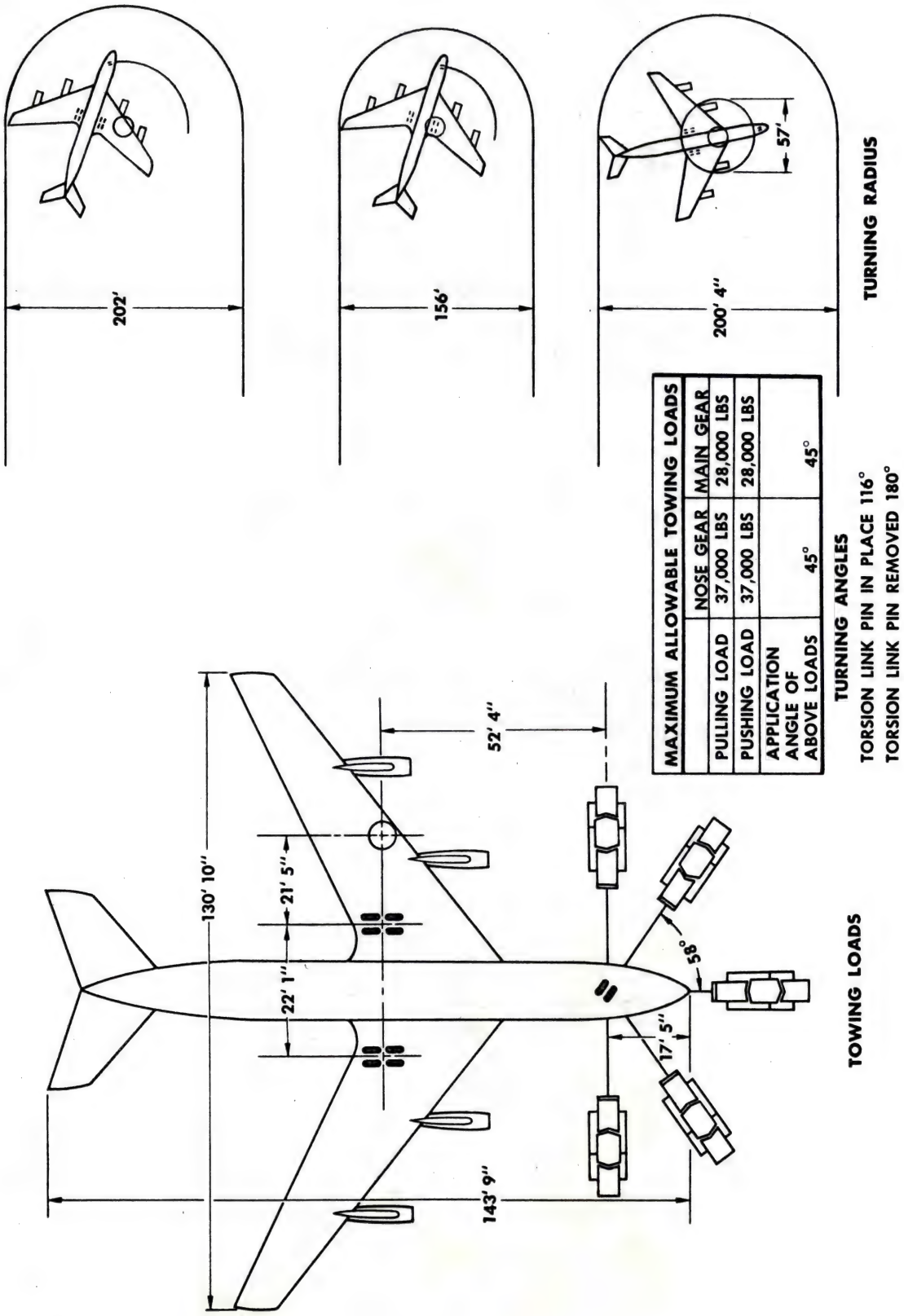
B. Under towing conditions, the nose gear wheels must not be turned more than 58° on either side of center. If a sharper turn is desired, the nose gear torsion link pin may be disconnected, allowing nose gear wheels to rotate within 180°. Under this condition, the airplane can be turned within a 72-foot 8-inch radius or a minimum overall diameter of 156 feet. Without torsion link pin disconnected from steering collar, a maximum 58° turn would require a 101 foot radius or an overall turn diameter of 202 feet.

C. Towing lugs are also provided on forward and aft ends of each main gear truck for attachment of towing cables to aid in moving an airplane mired in snow or mud.

D. The tow load design for nose gear for pulling or pushing is 37,000 pounds. For each main gear, design tow load is 28,000 pounds. The draw bar load required to handle the airplane at 250,000 pounds gross weight on a 3% grade is 12,500 pounds. The torsional force required to rotate nose wheel with airplane in static condition on a dry concrete ramp is 60,000 inch-pounds maximum.



Typical Towing Arrangement
Figure 201



Towing Loads and Turning Radius
Figure 202

USAGE:

FOR TOWING, PUSHING AND STEERING THE AIRPLANE USING STANDARD TUGS.

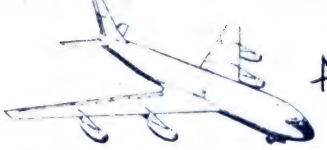
DESCRIPTION:

SINGLE 8 INCH TUBE APPROXIMATELY 21 FEET LONG SUPPORTED, WHEN NOT CONNECTED TO THE AIRPLANE, BY TWO WHEELS. A LUNETTE EYE ATTACHES TO THE TUG. A DOUBLE PIN FITTING ATTACHES TO A REPLACEABLE COLLAR ON THE SHOCK STRUT.

BAR ASSEMBLY
AIRPLANE PUSHING AND TOWING

Towing Bar Attachments
Figure 203

REMOVABLE PIN AND LINK
NOSE WHEEL STEERING



MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A | SYSTEM IGNITION | 0408 | PART NO. 313092 | PART NAME IGNITOR-SPARK | 1605

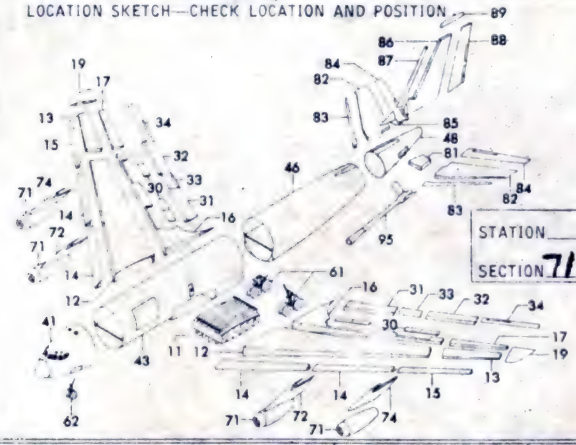
MFR CHAMPION | 11583 | BASE OR OPERATOR COLUMBUS | 3C | A/C SERIAL 1509 | A/C HOURS UNK | DATE FAILED 3 (MO.) 10 (DAY) 9 (YR)

MAN HOURS REQ. TO FIX AIRP (CHECK ONE)
[0] 0—½ [3] 2½—5 [6] 20—50 [9] 250—500
[1] ½—1 [4] 5—10 [7] 50—100 [R] OVER 500
[2] 1—2½ [5] 10—20 [8] 100—250 STATE NO. IN REMARKS
UNK

PART HOURS SINCE ● NEW ○ OVERHAUL 85

EFFECT OF MALFUNCTION (CHECK ONE)
● [N] NONE
[D] DELAY
[T] TURNBACK
LENGTH IN REMARKS
[V] FLIGHT DEVIATION
[C] CANCELED
[A] ACCIDENT
[I] INCIDENT
[E] ELECT. ODOR OR SMOKE
[F] FIRE
[O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION
1 L OUTB'D
2 L INB'D
3 R INB'D
4 R OUTB'D
5 LEFT
6 RIGHT
7 UPPER
8 LOWER
9 FORE
0 AFT

STATION ____ SECTION 71 OR POSITION ____

HOW FAILED SEIZED 5285

WHY FAILED UNKNOWN. 7000

MALFUNCTION OCCURED DURING 24.
MALFUNCTION FOUND DURING 18

01. FABRICATION
02. BENCH TEST
03. INSTALLATION
04. SYSTEM FUNCTIONAL
05. GROUND OPERAT'N
06. PREFLIGHT
07. STARTING
08. TAXI
09. TAKEOFF
10. FLIGHT
11. CLIMB
12. CRUISE
13. AER/REF
14. DESCENT
15. APPROACH
16. LANDING
17. SHUT-DOWN
18. POSTFLIGHT
19. PERIODIC
20. SPEC. INSPECT'N
21. IRAN
22. MODIFICATION
23. OTHER
24. UNKNOWN

DISPOSITION
[1] USED AS IS
[2] ADJUSTED
[3] REPAIRED ON A/C
[4] REPAIRED LOCALLY
[5] NON REPAIRABLE
● REPLACED
[7] REPL'D, OLD PT. SCRAPPED
[8] REPL'D. RET. TO DEPOT/MFR.
[9] HELD FOR U/R EXHIBIT
[0] OTHER

MAINTAINABILITY
● NO COMMENT
[1] INTERCHANGEABILITY Req's not met
ACCESSIBILITY
[2] GOOD
[3] FAIR
[4] POOR
[5] INACCESSIBLE
[6] FREQUENT TROUBLE
[7] NUISANCE ITEM
[8] CAN BE UNINSTALLED
[9] FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS 1

REPORT SUBMITTED FOR
[ ] RECORD/INFO
[ ] ROUTINE ACTION
● URGENT ACTION
[ ] SAFETY OF FLIGHT

PART SERIAL NUMBER —

REF. CAT. NO. 2J-J57-54
FIG. NO. 50
INDEX NO. 24

CUSTOMER UR NO. CO-AFB 4228-59-20.

OTHER REF.

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

On post flight inspection - found spark igniter (P/N 313092) seized to electrical lead (P/N 10-160116). Believed due to overtorquing and lack of lubrication on threads when installed.

EXTRACTED DIRECTLY FROM UR

1. On a routine training mission. Engine ignition was used for approximately twenty minutes.

2. On inspection in accordance with 2 AF Twx, DN4A-3738, the spark igniter (P/N 313092, T.O. 2J-J57-54, figure 50, indix 24) was found to be seized to electrical lead (P/N 10-160116, T.O. 2J-J57-54, figure 52, index 19).

3. Spark igniter (P/N 313092) and electrical lead (P/N 10-1600116) were removed and replaced.

ROUTING
MGF(G)
RDE
WEP(G)
DMS
PPW

HH
SERVICE ANALYSIS FILE

RLS 3/18

(OFFICE) R.L. Simons. SIGNATURE 3/18/9 DATE S-AF-UP 22217 SHT 1 OF 1

BAC 3590 (P)

6-7000



BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

IGNITION REAR MTG

MODEL	SYSTEM		PART NO.	PART NAME
K35A	ENG IGNITION	0408	333115	BRACKET 365

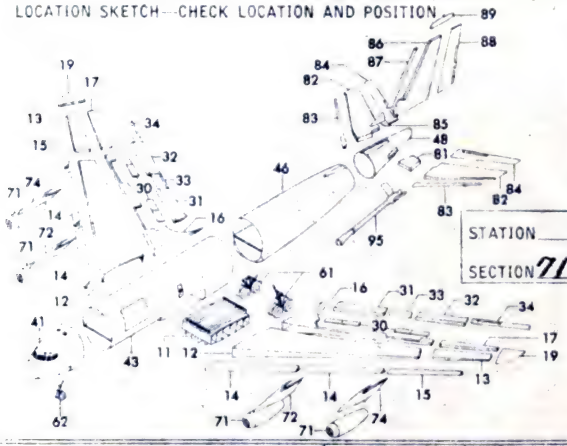
MANUFACTURER		BASE OR OPERATOR		A/C SERIAL	A C HOURS	DATE FAILED (MO. DAY YR.)
PRATWHIT	77445	CARSWELL	29	1436	UNKN	D 12 8

MAN HOURS REQ TO FIX AIRP (CHECK ONE): [0] 0 [1] 1/2 [2] 1 [3] 2 1/2—5 [4] 5—10 [5] 10—20 [6] 20—50 [7] 50—100 [8] 100—250 [9] 250—500 [R] OVER 500 STATE NO. IN REMARKS — 4

PART HOURS SINCE: ● NEW ○ OVERHAUL — 198

EFFECT OF MALFUNCTION (CHECK ONE): ● [N] NONE; [D] DELAY; [T] TURNBACK | LENGTH IN REMARKS; [V] FLIGHT DEVIATION; [C] CANCELED; [A] ACCIDENT; [I] INCIDENT; [E] ELECT. ODOR OR SMOKE; [F] FIRE; [O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D; 2 L INB'D; 3 R INB'D; 4 R OUTB'D; 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FORE; 0 AFT

STATION ____ OR SECTION 71 POSITION —

HOW FAILED: 6070 — CRACKED

WHY FAILED: 3355 — VIBRATION

MALFUNCTION OCCURED DURING: 24

MALFUNCTION FOUND DURING: 19

01. FABRICATION; 02. BENCH TEST; 03. INSTALLATION; 04. SYSTEM FUNCTIONAL; 05. GROUND OPERAT'N; 06. PREFLIGHT; 07. STARTING; 08. TAXI; 09. TAKEOFF; 10. FLIGHT; 11. CLIMB; 12. CRUISE; 13. AER/REF; 14. DESCENT; 15. APPROACH; 16. LANDING; 17. SHUT-DOWN; 18. POSTFLIGHT; 19. PERIODIC; 20. SPEC. INSPECT'N; 21. IRAN; 22. MODIFICATION; 23. OTHER; 24. UNKNOWN

DISPOSITION: [1] USED AS IS; [2] ADJUSTED; [3] REPAIRED ON A/C; [4] REPAIRED LOCALLY; [5] NON REPAIRABLE; ● REPLACED; [7] REPL'D. OLD PT. SCRAPPED; [8] REPL'D. RET. TO DEPOT/MFR.; [9] HELD FOR U.R. EXHIBIT; [0] OTHER

MAINTAINABILITY: ● NO COMMENT; [1] INTERCHANGEABILITY Reqs not met; ACCESSIBILITY [2] GOOD [3] FAIR; [4] POOR; [5] INACCESSIBLE; [6] FREQUENT TROUBLE; [7] NUISANCE ITEM; [8] CAN BE UNINSTALLED; [9] FREQ IS WRONG

NO FAILURES THIS RPT. COVERS: 3

REPORT SUBMITTED FOR: ○ RECORD/INFO; ● ROUTINE ACTION; ○ URGENT ACTION; ○ SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
	2J-J57-54 / 7 / 2	CRAFB 7BW-58-204	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

During periodic - three ignition unit rear mounting brackets were found cracked at the top aft end.

Cause - excessive vibration.

EXTRACTED DIRECTLY FROM UR

1. 100 hr. post flight was in progress.

2. While pulling 200 hr post flight, it was discovered that those ignition unit mount brackets were cracked at top aft end.

3. It is believed that excessive vibration is causing brackets to break.

4. Part was put on order ~~soo~~ and broken bradkets will be replaced as soon as possible.

5. Recommend using more durable material.

ROUTING

RGF(2)
DEP
CRT
RWR
RT
RDF
WEMR
DMS
IBM
HH
SERVICE ANALYSIS FILE
RLS 1/17

(OFFICE)

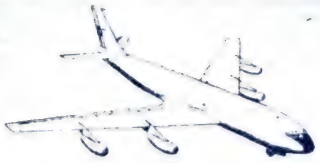
SIGNATURE K O Henzler DATE 1/12/9

S-(F)UP 24543

SHT 1 OF 1

BAC 3590 (P)

6-7000



BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL	SYSTEM		PART NO.	PART NAME	
K35A	IGNITION	0408	313092	IGNITOR-SPARK	1605

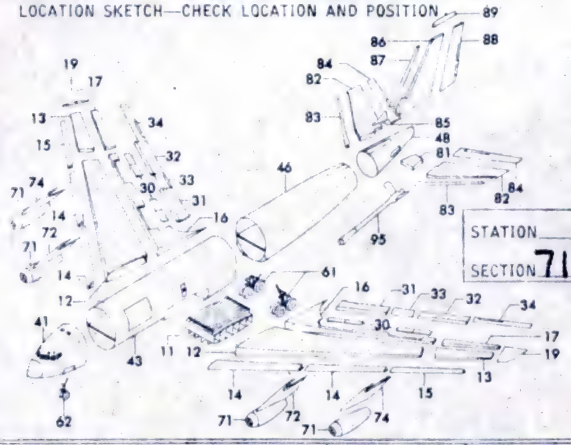
MANUFACTURER: P+W, 77445 | BASE OR OPERATOR: COLUMBUS 3C | A/C SERIAL: 2591 | A/C HOURS: 62 | DATE FAILED: 3 (MO.) 17 (DAY) 9 (YR)

MAN HOURS REQ TO FIX AIRP (CHECK ONE): [0] 0—½ [1] ½—1 [2] 1—2½ [3] 2½—5 [4] 5—10 [5] 10—20 [6] 20—50 [7] 50—100 [8] 100—250 [9] 250—500 [P] OVER 500 STATE NO. IN REMARKS — UNK

PART HOURS SINCE: (●) NEW ( ) OVERHAUL — 62

EFFECT OF MALFUNCTION (CHECK ONE): (●) NONE [D] DELAY [T] TURNBACK | LENGTH IN REMARKS | [V] FLIGHT DEVIATION [C] CANCELED [A] ACCIDENT [I] INCIDENT | [E] ELECT ODOR OR SMOKE [F] FIRE [O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D, 2 L INB'D, 3 R INB'D, 4 R OUTB'D, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, 0 AFT

STATION ____ SECTION 71 OR POSITION ____

HOW FAILED: INOPERATIVE — 1155

WHY FAILED: UNKNOWN — 7000

MALFUNCTION OCCURED DURING: 10

MALFUNCTION FOUND DURING: 18

01. FABRICATION, 02. BENCH TEST, 03. INSTALLATION, 04. SYSTEM FUNCTIONAL, 05. GROUND OPERAT'N, 06. PREFLIGHT, 07. STARTING, 08. TAXI, 09. TAKEOFF, 10. FLIGHT, 11. CLIMB, 12. CRUISE, 13. AER/REF, 14. DESCENT, 15. APPROACH, 16. LANDING, 17. SHUT DOWN, 18. POSTFLIGHT, 19. PERIODIC, 20. SPEC. INSPECT'N, 21. IRAN, 22. MODIFICATION, 23. OTHER, 24. UNKNOWN

DISPOSITION: [1] USED AS IS, [2] ADJUSTED, [3] REPAIRED ON A/C, [4] REPAIRED LOCALLY, [5] NON REPAIRABLE, (●) [6] REPLACED, [7] REPL'D. OLD PT. SCRAPPED, [8] REPL'D. RET. TO DEPOT/MFR, [9] HELD FOR U/R EXHIBIT, [0] OTHER

MAINTAINABILITY: [0] NO COMMENT, [1] INTERCHANGEABILITY Req's not met, [2] GOOD ACCESSIBILITY, [3] FAIR, [4] POOR, [5] INACCESSIBLE, (●) [6] FREQUENT TROUBLE, [7] NUISANCE ITEM, [8] CAN BE INSTALLED, [9] FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS: 1

REPORT SUBMITTED FOR: ( ) RECORD/INFO, ( ) ROUTINE ACTION, (●) URGENT ACTION, ( ) SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
—	2J-J57-54, 50, 24	CO-AFB 4228-SW-59-26.	FSR TWX COAFB-901ARS-59T.

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

On postflight inspection - found spark igniter (P+W P/N 313092) (made by B.G. Corp). completely inoperative - apparently an internal failure. Removed and replaced.

EXTRACTED DIRECTLY FROM UR

On a routine training mission, engine ignition was used for approximately twenty minutes, continual usage.

On inspection after landing, in accordance with 2AF TWX, DM4A-3738, the spark igniter, P/N 313092. Figure 50, index 24, T.O. 2J-J57-54, was found to be completely inoperative.

Spark igniter, P/N 313092, was removed and replaced with like serviceable item. System checked out satisfactory.

ROUTING: ~~ASFC~~ FDF, IEM, HH, SERVICE ANALYSIS FILE

RLC 3/18

(OFFICE) R.L. Simons — SIGNATURE — 3/18/9 — DATE — S-AF-UP 22218 — SHT 1 OF 1

BAC 3590 (P)

6-7000



MAF

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL	SYSTEM		PART NO.	PART NAME	
K35A	IGNITION	0408	313092	PLUG-IGNITOR	2315

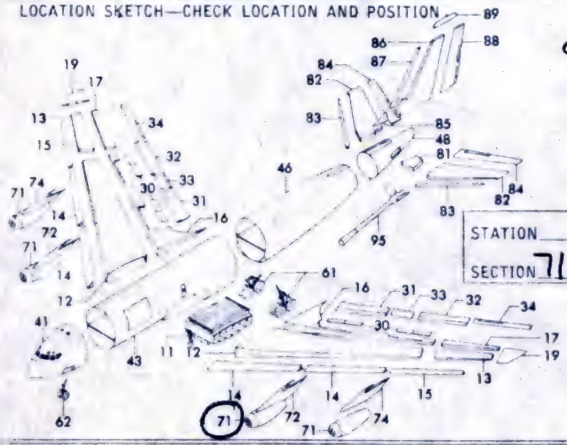
MANUFACTURER		BASE OR OPERATOR		A/C SERIAL	A C HOURS	DATE FAILED (MO. DAY YR.)
CHAMPION	11583	CLINT-SHERM	IC	58-015	UNK	3 24 9

MAN HOURS REQ. TO FIX AIRP (CHECK ONE): [0] 0–½ [1] ½–1 [2] 1–2½ [3] 2½–5 [4] 5–10 [5] 10–20 [6] 20–50 [7] 50–100 [8] 100–250 [9] 250–500 [R] OVER 500 — STATE NO. IN REMARKS: UNK

PART HOURS SINCE: (●) NEW ( ) OVERHAUL — 9

EFFECT OF MALFUNCTION (CHECK ONE): (●) NONE; [D] DELAY, [T] TURNBACK (LENGTH IN REMARKS); [V] FLIGHT DEVIATION, [C] CANCELED, [A] ACCIDENT, [I] INCIDENT; [E] ELECT. ODOR OR SMOKE, [F] FIRE, [O] OTHER — REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: [1] L OUTB'D, [2] L INB'D, [3] R INB'D, [4] R OUTB'D, [5] LEFT, [6] RIGHT, [7] UPPER, [8] LOWER, [9] FORE, [0] AFT

STATION SECTION 71 OR POSITION 2

HOW FAILED: INOPERATIVE 1155

WHY FAILED: UNKNOWN 7000

MALFUNCTION OCCURED DURING: 10

MALFUNCTION FOUND DURING: 20

01. FABRICATION, 02. BENCH TEST, 03. INSTALLATION, 04. SYSTEM FUNCTIONAL, 05. GROUND OPERAT'N, 06. PREFLIGHT, 07. STARTING, 08. TAXI, 09. TAKEOFF, 10. FLIGHT, 11. CLIMB, 12. CRUISE, 13. AER/REF, 14. DESCENT, 15. APPROACH, 16. LANDING, 17. SHUT-DOWN, 18. POSTFLIGHT, 19. PERIODIC, 20. SPEC. INSPECT'N, 21. IRAN, 22. MODIFICATION, 23. OTHER, 24. UNKNOWN

DISPOSITION: [1] USED AS IS, [2] ADJUSTED, [3] REPAIRED ON A/C, [4] REPAIRED LOCALLY, [5] NON REPAIRABLE, (●) REPLACED, [7] REPL'D, OLD PT. SCRAPPED, [8] REPL'D, RET. TO DEPOT/MFR, [9] HELD FOR U R EXHIBIT, [0] OTHER

MAINTAINABILITY: [0] NO COMMENT, [1] INTERCHANGEABILITY Req's not met, [2] GOOD, [3] FAIR, [4] POOR, [5] INACCESSIBLE, (●) FREQUENT TROUBLE, [7] NUISANCE ITEM, [8] CAN BE INSTALLED, [9] FREQ. IS WRONG

NO FAILURES THIS RPT COVERS: 1

REPORT SUBMITTED FOR: ( ) RECORD/INFO, (●) ROUTINE ACTION, ( ) URGENT ACTION, ( ) SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
—		C-S AFB 4123 SW-59-27.	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

On acceptance inspection - found 1 ignitor plug - R. side #2 engine - inoperative. Slight corrosion found on plug. Possible internal failure.

EXTRACTED DIRECTLY FROM UR

1. Acceptance check was in progress.

2. During visual inspection, spark ignitor right side no. 2 engine was found to be slightly corroded. Ignitor did not seem to fire during buzz check. Ignitor did not fire during visual check with power on.

3. Removed and replaced with a like serviceable item.

ROUTING: AGF(6) RDF WEM DMC IBM HH SERVICE ANALYSIS FILE RLS 4/9

(OFFICE) R.L. Simons. SIGNATURE 4/8/9 DATE

S-AF-UP 22234 SHT 1 OF 1

BAC 3590 (P)

6-7000



BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A | SYSTEM IGNITION 0408 | PART NO. 265015 | PART NAME COIL-IGNITION 0620

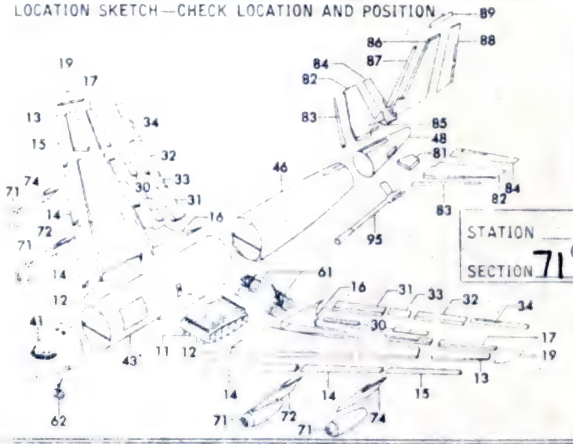
MANUFACTURER P&W 77445 | BASE OR OPERATOR COLUMBUS 3C | A/C SERIAL 1505 | A C HOURS 64 | DATE FAILED 4 (MO.) 2 (DAY) 9 (YR.)

MAN HOURS REQ. TO FIX AIRP (CHECK ONE): [0] 0 [1] ½ [2] 1 [3] 2½ [4] 5 [5] 10 [6] 20 [7] 50 [8] 100 [9] 250 [R] OVER 500 — STATE NO IN REMARKS: UNK

PART HOURS SINCE: (●) NEW ( ) OVERHAUL 64

EFFECT OF MALFUNCTION (CHECK ONE): (●) NONE [D] DELAY [T] TURNBACK | LENGTH IN REMARKS | [V] FLIGHT DEVIATION [C] CANCELED [A] ACCIDENT [I] INCIDENT | [E] ELECT ODOR OR SMOKE [F] FIRE [O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D, 2 L INB'D, 3 R INB'D, 4 R OUTB'D, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, 0 AFT

STATION — SECTION 71 OR POSITION —

HOW FAILED: INOPERATIVE 1155

WHY FAILED: UNKNOWN 7000

MALFUNCTION OCCURED DURING 10

MALFUNCTION FOUND DURING 18

01. FABRICATION, 02. BENCH TEST, 03. INSTALLATION, 04. SYSTEM FUNCTIONAL, 05. GROUND OPERAT'N, 06. PREFLIGHT, 07. STARTING, 08. TAXI, 09. TAKEOFF, 10. FLIGHT, 11. CLIMB, 12. CRUISE, 13. AER. REF, 14. DESCENT, 15. APPROACH, 16. LANDING, 17. SHUT-DOWN, 18. POSTFLIGHT, 19. PERIODIC, 20. SPEC. INSPECT'N, 21. IRAN, 22. MODIFICATION, 23. OTHER, 24. UNKNOWN

DISPOSITION: [1] USED AS IS, [2] ADJUSTED, [3] REPAIRED ON A/C, [4] REPAIRED LOCALLY, [5] NON REPAIRABLE, (●) REPLACED, [7] REPL'D. OLD PT. SCRAPPED, [8] REPL'D. RET. TO DEPOT/MFR., [9] HELD FOR U/R EXHIBIT, [0] OTHER

MAINTAINABILITY: [0] NO COMMENT, [1] INTERCHANGEABILITY Req'mt met, [2] ACCESSIBILITY GOOD, [3] FAIR, [4] POOR, [5] INACCESSIBLE, (●) FREQUENT TROUBLE, [7] NUISANCE ITEM, [8] CAN BE INSTALLED, [9] FREQ. IS WRONG

NO FAILURES THIS RPT COVERS 1

REPORT SUBMITTED FOR: [ ] RECORD/INFO, (●) ROUTINE ACTION, [ ] URGENT ACTION, [ ] SAFETY OF FLIGHT

PART SERIAL NUMBER —

REF. CAT. NO. 2J-J57-54, FIG. NO. 50, INDEX NO. 15

CUSTOMER UR NO. COAFB 901ARS-59-33.

OTHER REF. TWX FSR COAFB-901ARS-74T.

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

On postflight - found ignition coil inoperative. Possible cause was extended use of ignition system beyond design limits, in accordance with existing AF regulations.

EXTRACTED DIRECTLY FROM UR

1. On routine training mission, engine ignition was used for approximately thirty minutes.

2. After landing the ignition system was inspected IAW 2 AF TWX DM 4A-3738. The outboard ignition unit, P/N 10-94149-1A, figure 50, item 15, T O. 2J-J57-54, was found to be inoperative. Possible cause of failure is the extended use of ignition system beyond designed limits. This is a sealed unit and is beyond our capability of investigation.

3. Unit remove d and replaced with like serviceable item.

ROUTING
RCFG
RDF
IRN
HH
SERVICE ANALYSIS FILE
RLS 4/8

(OFFICE) R. L. Simons SIGNATURE 4/8/9 DATE

S-AFUP 22227 SHT 1 OF 1

BAC 3590 (P)

6-7000



MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A | SYSTEM IGNITION 0408 | PART NO. 313092 | PART NAME PLUG-IGNITOR 2315

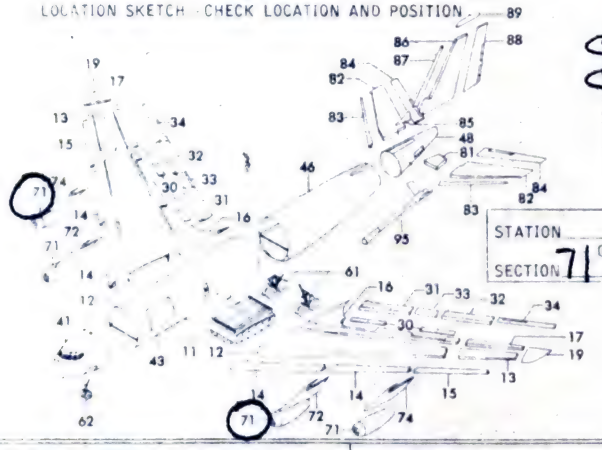
MANUFACTURER P&W 77445 | BASE OR OPERATOR CLINTON-SHERMAN 1C | A/C SERIAL -031 | A C HOURS UNK | DATE FAILED 4 MO. 22 DAY 9 YR.

MAN HOURS REQ TO FIX AIRP (CHECK ONE): [0] 0—½ [1] ½—1 [2] 1 [3] 2½ [4] 5 [5] 10 [6] 20—50 [7] 50—100 [8] 100—250 [9] 250 500 [R] OVER 500 STATE NO. IN REMARKS — UNK

PART HOURS SINCE: (●) NEW ( ) OVERHAUL — 12

EFFECT OF MALFUNCTION (CHECK ONE): (●) NONE ( ) D DELAY ( ) T TURNBACK } LENGTH IN REMARKS — [V] FLIGHT DEVIATION [C] CANCELED [A] ACCIDENT [I] INCIDENT — [E] ELECT ODOR OR SMOKE [F] FIRE [O] OTHER REASON IN REMARKS

LOCATION SKETCH - CHECK LOCATION AND POSITION



POSITION: (1) L OUTB'D (2) L INB'D (3) R INB'D (4) R OUTB'D 5 LEFT 6 RIGHT 7 UPPER 8 LOWER 9 FORE 0 AFT

STATION SECTION 71 OR POSITION 2

HOW FAILED: CRACKED PART 6070

WHY FAILED: DESIGN FACTOR 2075

MALFUNCTION OCCURED DURING 10

MALFUNCTION FOUND DURING 18

01. FABRICATION 02. BENCH TEST 03. INSTALLATION 04. SYSTEM FUNCTIONAL 05. GROUND OPERAT'N 06. PREFLIGHT 07. STARTING 08. TAXI 09. TAKEOFF 10. FLIGHT 11. CLIMB 12. CRUISE 13. AER/REF 14. DESCENT 15. APPROACH 16. LANDING 17. SHUT-DOWN 18. POSTFLIGHT 19. PERIODIC 20. SPEC INSPECT'N 21. IRAN 22. MODIFICATION 23. OTHER 24. UNKNOWN

DISPOSITION: [1] USED AS IS [2] ADJUSTED [3] REPAIRED ON A/C [4] REPAIRED LOCALLY [5] NON REPAIRABLE (●) REPLACED [7] REPL'D. OLD PT. SCRAPPED [8] REPL'D. RET. TO DEPOT/MFR [9] HELD FOR U.R. EXHIBIT [0] OTHER

MAINTAINABILITY: [0] NO COMMENT [1] INTERCHANGEABILITY Req's not met [2] ACCESSIBILITY GOOD [3] FAIR [4] POOR [5] INACCESSIBLE (●) FREQUENT TROUBLE [8] NUISANCE ITEM [9] CAN BE INSTALLED FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS 2

REPORT SUBMITTED FOR: ( ) RECORD/INFO ( ) ROUTINE ACTION (●) URGENT ACTION ( ) SAFETY OF FLIGHT

PART SERIAL NUMBER —

REF. CAT. NO.
FIG. NO.
INDEX NO.

CUSTOMER UR NO. 4123 SW-59-71.

OTHER REF.

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

On post flight - found 2 ignitor plugs with several cracks in the exposed ceramic section. Attributed to overheat resulting from prolonged ignition use.

EXTRACTED DIRECTLY FROM UR

1. Post flight was in progress in accordance with T.O. 1C-135A-6.
2. Visual inspection of the exposed ceramic section revealed several cracks.
3. Removed and replaced with a like serviceable item.

ROUTING: GF(a) RDF VEG MDH IBM HH SERVICE ANALYSIS FILE RLS 5/5

(OFFICE) R.L. Simons. SIGNATURE 5/5/9 DATE S-AFUP 23438 SHT 1 OF 1

BAC 3590 (P) 6-7000



MF

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL	SYSTEM		PART NO.	PART NAME	
K35A	IGNITION	0408	313092	PLUG-IGNITOR	2315

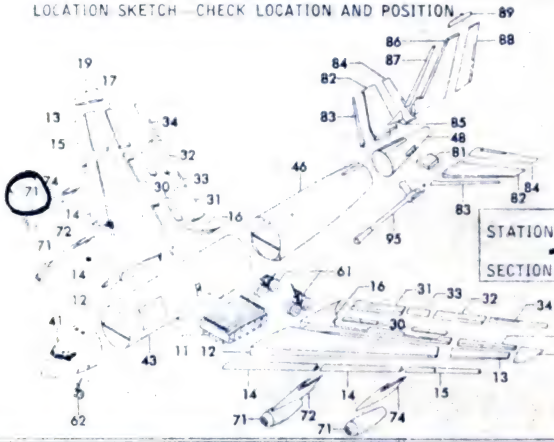
MANUFACTURER	BASE OR OPERATOR	A/C SERIAL	A/C HOURS	DATE FAILED (MO. DAY YR.)
P&W 77445	BERGSTROM B7	-006	UNK	4 20 9

MAN HOURS REQ. TO FIX AIRP (CHECK ONE): [0] 0–½ [1] ½–1 [2] 1–2½ [3] 2½–5 [4] 5–10 [5] 10–20 [6] 20–50 [7] 50–100 [8] 100–250 [9] 250–500 [R] OVER 500 STATE NO. IN REMARKS — UNK

PART HOURS SINCE: (●) NEW ( ) OVERHAUL — 59

EFFECT OF MALFUNCTION (CHECK ONE): (●) NONE [D] DELAY [T] TURNBACK } LENGTH IN REMARKS; [V] FLIGHT DEVIATION [C] CANCELED [A] ACCIDENT [I] INCIDENT; [E] ELECT. ODOR OR SMOKE [F] FIRE [O] OTHER REASON IN REMARKS

LOCATION SKETCH — CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D, 2 L INB'D, 3 R INB'D, (4) R OUTB'D, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, 0 AFT

STATION SECTION 71 OR POSITION 4

HOW FAILED: CRACKED PART — 6070

WHY FAILED: DESIGN FACTOR — 2075

MALFUNCTION OCCURED DURING: 10

MALFUNCTION FOUND DURING: 18

01. FABRICATION, 02. BENCH TEST, 03. INSTALLATION, 04. SYSTEM FUNCTIONAL, 05. GROUND OPERAT'N, 06. PREFLIGHT, 07. STARTING, 08. TAXI, 09. TAKEOFF, 10. FLIGHT, 11. CLIMB, 12. CRUISE, 13. AER/REF, 14. DESCENT, 15. APPROACH, 16. LANDING, 17. SHUT-DOWN, 18. POSTFLIGHT, 19. PERIODIC, 20. SPEC. INSPECT'N, 21. IRAN, 22. MODIFICATION, 23. OTHER, 24. UNKNOWN

DISPOSITION: [1] USED AS IS, [2] ADJUSTED, [3] REPAIRED ON A/C, [4] REPAIRED LOCALLY, [5] NON REPAIRABLE, (●) REPLACED, [7] REPL'D OLD PT. SCRAPPED, [8] REPL'D. RET. TO DEPOT/MFR., [9] HELD FOR U/R EXHIBIT, [0] OTHER

MAINTAINABILITY: [0] NO COMMENT, [1] INTERCHANGEABILITY Req's not met, [4] POOR, [5] INACCESSIBLE, (●) [6] FREQUENT TROUBLE, ACCESSIBILITY [2] GOOD, [3] FAIR, [7] NUISANCE ITEM, [8] CAN BE (INSTALLED, [9] FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS: 1

REPORT SUBMITTED FOR: [ ] RECORD/INFO, [ ] ROUTINE ACTION, (●) URGENT ACTION, [ ] SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
—		4130 SW-59-170.	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

On postflight - found LH ignitor plug #4 engine cracked approx. ½ inch around upper flange. Operated 36 minutes on last flight.

EXTRACTED DIRECTLY FROM UR

1. Aircraft ignitor plugs being inspected during after flight inspection.

2. Inspection of plug from no. 4 combustion chamber on no. 4 engine was found cracked approximately one-half inch around upper flange. Ignitor plug operated for a total time of 36 minutes during last flight.

3. Defective plug removed and replaced with a like serviceable item.

ROUTING

GFG
RVE
WEMERS
MOM
IBM
HH
SERVICE ANALYSIS FILE
RLS
5/4

(OFFICE) R.L. Simons SIGNATURE 5/4/9 DATE

S.A.F.U. 23435

SHT 1 OF 1



MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL	SYSTEM		PART NO.	PART NAME	
K35A	IGNITION	0408	10-106700-1	UNIT-IGNITION	1610

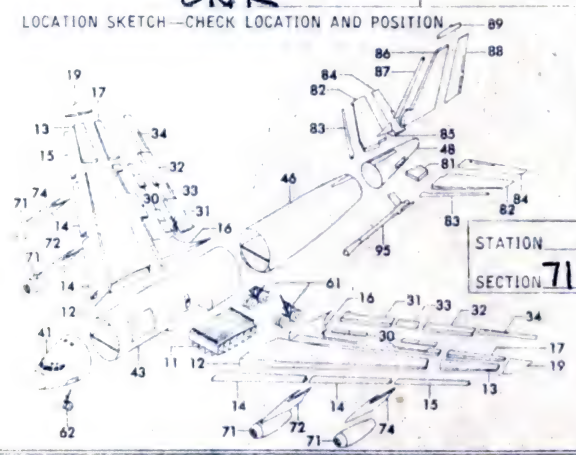
MANUFACTURER: BENDIX 77820 | BASE OR OPERATOR: OFFUTT Ø1 | A/C SERIAL: -008 | A C HOURS: UNK | DATE FAILED: 4 (MO.) 28 (DAY) 9 (YR.)

MAN HOURS REQ. TO FIX AIRP (CHECK ONE): [0] 0—½ [1] ½—1 [2] 1—2½ [3] 2½—5 [4] 5—10 [5] 10—20 [6] 20—50 [7] 50—100 [8] 100—250 [9] 250—500 [R] OVER 500 — UNK STATE NO IN REMARKS

PART HOURS SINCE: (●) NEW ( ) OVERHAUL 83

EFFECT OF MALFUNCTION (CHECK ONE): (●) NONE [D] DELAY [T] TURNBACK } LENGTH IN REMARKS; [V] FLIGHT DEVIATION [C] CANCELED [A] ACCIDENT [I] INCIDENT; [E] ELECT. ODOR OR SMOKE [F] FIRE [O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D; 2 L INB'D; 3 R INB'D; 4 R OUTB'D; 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FORE; 0 AFT

STATION — SECTION 71 OR POSITION —

HOW FAILED: INOPERATIVE 1155

WHY FAILED: DESIGN FACTOR 2075

MALFUNCTION OCCURED DURING: 10

MALFUNCTION FOUND DURING: 18

01. FABRICATION; 02. BENCH TEST; 03. INSTALLATION; 04. SYSTEM FUNCTIONAL; 05. GROUND OPERAT'N; 06. PREFLIGHT; 07. STARTING; 08. TAXI; 09. TAKEOFF; 10. FLIGHT; 11. CLIMB; 12. CRUISE; 13. AER/REF; 14. DESCENT; 15. APPROACH; 16. LANDING; 17. SHUT-DOWN; 18. POSTFLIGHT; 19. PERIODIC; 20. SPEC. INSPECT'N; 21. IRAN; 22. MODIFICATION; 23. OTHER; 24. UNKNOWN

DISPOSITION: [1] USED AS IS; [2] ADJUSTED; [3] REPAIRED ON A/C; [4] REPAIRED LOCALLY; [5] NON REPAIRABLE; (●) [6] REPLACED; [7] REPL'D, OLD PT. SCRAPPED; [8] REPL'D, RET. TO DEPOT/MFR.; [9] HELD FOR U R EXHIBIT; [0] OTHER

MAINTAINABILITY: [0] NO COMMENT; [1] INTERCHANGEABILITY Req's not met; ACCESSIBILITY [2] GOOD [3] FAIR; [4] POOR; [5] INACCESSIBLE; (●) [6] FREQUENT TROUBLE; [7] NUISANCE ITEM; [8] CAN BE INSTALLED; [9] FREQ IS WRONG

NO FAILURES THIS RPT. COVERS 1

REPORT SUBMITTED FOR: ( ) RECORD/INFO; ( ) ROUTINE ACTION; (●) URGENT ACTION; ( ) SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
—		3902 ABW-59-76.	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

On postflight - found one ignition unit inoperative. Ignition was 'ON' for 35 minutes on last flight.

EXTRACTED DIRECTLY FROM UR
****

1. Ignition unit was used thirty-five (35) minutes during flight.
2. Unit was ground checked after flight and found defective.
3. Removed and replaced with serviceable like item.

ROUTING: GF(L) RDF WEB MOH IBM

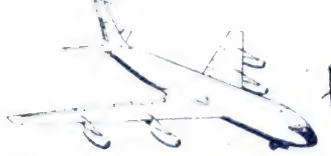
HH SERVICE ANALYSIS FILE RLS 5/6

(OFFICE) R.L. Simons. SIGNATURE 5/6/9 DATE

S-F UP 23439 SHT 1 OF 1

BAC 3590 (R)

6-7000



MTF

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A | SYSTEM IGNITION 0408 | PART NO 10-106700-1 | PART NAME UNIT-IGNITION 1610

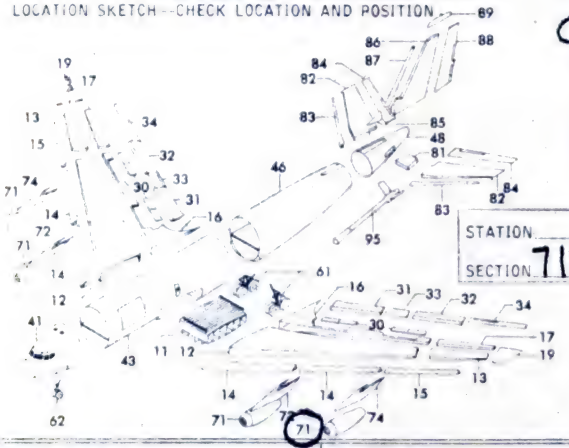
MANUFACTURER BENDIX 77820 | BASE OR OPERATOR CASTLE C4 | A/C SERIAL 1422 | A/C HOURS UNK | DATE FAILED 4 (MO.) 28 (DAY) 9 (YR.)

MAN HOURS REQ. TO FIX AIRP (CHECK ONE): [0] 0 [1] 1/2 [2] 1 [3] 2 1/2 [4] 5 [5] 10—20 [6] 20—50 [7] 50—100 [8] 100—250 [9] 250 500 [R] OVER 500 STATE NO. IN REMARKS — UNK

PART HOURS SINCE: (●) NEW ( ) OVERHAUL — UNK

EFFECT OF MALFUNCTION (CHECK ONE): (●) NONE [D] DELAY [T] TURNBACK } LENGTH IN REMARKS [V] FLIGHT DEVIATION [C] CANCELED [A] ACCIDENT [I] INCIDENT [E] ELECT ODOR OR SMOKE [F] FIRE [O] OTHER REASON IN REMARKS

LOCATION SKETCH--CHECK LOCATION AND POSITION



POSITION: (1) L OUTB'D, 2 L INB'D, 3 R INB'D, 4 R OUTB'D, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, 0 AFT

STATION SECTION 71 OR POSITION 1

HOW FAILED INOPERATIVE 1155

WHY FAILED UNKNOWN 7000

MALFUNCTION OCCURED DURING 10

MALFUNCTION FOUND DURING 18

01. FABRICATION, 02. BENCH TEST, 03. INSTALLATION, 04. SYSTEM FUNCTIONAL, 05. GROUND OPERAT'N, 06. PREFLIGHT, 07. STARTING, 08. TAXI, 09. TAKEOFF, 10. FLIGHT, 11. CLIMB, 12. CRUISE, 13. AER/REF, 14. DESCENT, 15. APPROACH, 16. LANDING, 17. SHUT-DOWN, 18. POSTFLIGHT, 19. PERIODIC, 20. SPEC. INSPECT'N, 21. IRAN, 22. MODIFICATION, 23. OTHER, 24. UNKNOWN

DISPOSITION: [1] USED AS IS, [2] ADJUSTED, [3] REPAIRED ON A/C, [4] REPAIRED LOCALLY, [5] NON REPAIRABLE, (●) REPLACED, [7] REPL'D. OLD PT. SCRAPPED, [8] REPL'D. RET. TO DEPOT/MFR, [9] HELD FOR U.R. EXHIBIT, [0] OTHER

MAINTAINABILITY: [0] NO COMMENT, [1] INTERCHANGEABILITY Req's not met, ACCESSIBILITY [2] GOOD, [3] FAIR, [4] POOR, [5] INACCESSIBLE, (●) FREQUENT TROUBLE, [7] NUISANCE ITEM, [8] CAN BE UNINSTALLED, [9] FREQ. IS WRONG

NO FAILURES THIS RPT COVERS 1

REPORT SUBMITTED FOR: ( ) RECORD/INFO, ( ) ROUTINE ACTION, (●) URGENT ACTION, ( ) SAFETY OF FLIGHT

PART SERIAL NUMBER 52998 | REF. CAT. NO. | FIG. NO. | INDEX NO. | CUSTOMER UR NO. 93BW-59-208. | OTHER REF.

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

In flight - #1 engine ignition circuit breaker tripped and could not be reset. On postflight - found ignition unit inoperative. Unknown internal failure.

EXTRACTED DIRECTLY FROM UR

1. In flight on routine training mission.

2. Observed that no. 1 engine ignition circuit breaker on switch D-C bus panel hand opened. A no. of attempts were made to reset the circuit breaker but it would not remain the the close position. After flight investigation by audible and visual check, revealed that right hand ignition unit failed to operate.

3. Replaced ignition unit and difficulty corrected.

ROUTING: GF(2) RDF WEHR MCM IBM

HH

SERVICE ANALYSIS FILE

RLS 5/6

(OFFICE) R.L. Simons. SIGNATURE 5/6/9 DATE S.A.F. UP 23440 SHT 1 OF 1



BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL	SYSTEM		PART NO.	PART NAME	
K 35A	WATER INJECT	0411	34E16-1-A	WATER PUMP	2340

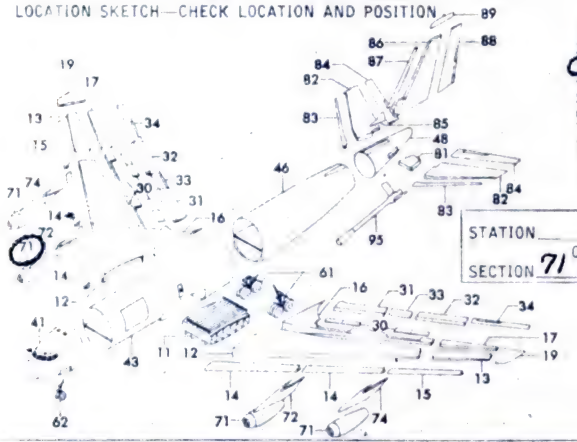
MANUFACTURER		BASE OR OPERATOR		A/C SERIAL	A/C HOURS	DATE FAILED (MO. / DAY / YR.)
BENDIX	06848	CASTLE	30	3645	UNKN	1 7 9

MAN HOURS REQ. TO FIX AIRP (CHECK ONE): [0] 0–½ [1] ½–1 [2] 1–2½ [3] 2½–5 [4] 5–10 [5] 10–20 [6] 20–50 [7] 50–100 [8] 100–250 [9] 250–500 [R] OVER 500 STATE NO. IN REMARKS — U

PART HOURS SINCE: (●) NEW ( ) OVERHAUL — 8

EFFECT OF MALFUNCTION (CHECK ONE): (●) NONE [D] DELAY [T] TURNBACK } LENGTH IN REMARKS [V] FLIGHT DEVIATION [C] CANCELED [A] ACCIDENT [I] INCIDENT [E] ELECT. ODOR OR SMOKE [F] FIRE [O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D, 2 L INB'D, (○) R INB'D, 4 R OUTB'D, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, 0 AFT

STATION ___ SECTION 71 OR POSITION 3

HOW FAILED: CRACKED (IMPELLER HOUSING) 6070

WHY FAILED: UNKNOWN 8

MALFUNCTION OCCURED DURING 09

MALFUNCTION FOUND DURING 18

01. FABRICATION, 02. BENCH TEST, 03. INSTALLATION, 04. SYSTEM FUNCTIONAL, 05. GROUND OPERAT'N, 06. PREFLIGHT, 07. STARTING, 08. TAXI, 09. TAKEOFF, 10. FLIGHT, 11. CLIMB, 12. CRUISE, 13. AER/PEF, 14. DESCENT, 15. APPROACH, 16. LANDING, 17. SHUT-DOWN, 18. POSTFLIGHT, 19. PERIODIC, 20. SPEC. INSPECT'N, 21. IRAN, 22. MODIFICATION, 23. OTHER, 24. UNKNOWN

DISPOSITION: [1] USED AS IS, [2] ADJUSTED, [3] REPAIRED ON A/C, [4] REPAIRED LOCALLY, [5] NON REPAIRABLE, [6] REPLACED, [-] REPL'D OLD PT SCRAPPED, [-] REPL'D, RET. TO DEPOT/MFR, [■] HELD FOR U.R. EXHIBIT, [0] OTHER

MAINTAINABILITY: (●) NO COMMENT ( ) INTERCHANGEABILITY Requirements not met [4] POOR [5] INACCESSIBLE [6] FREQUENT TROUBLE [7] NUISANCE ITEM [8] CAN BE INSTALLED [9] FREQ. IS WRONG; ACCESSIBILITY [2] GOOD [3] FAIR

NO. FAILURES THIS RPT. COVERS: 1

REPORT SUBMITTED FOR: [ ] RECORD/INFO [■] ROUTINE ACTION [ ] URGENT ACTION [ ] SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO.	CUSTOMER UR NO.	OTHER REF.
514U	– 10 FIG. NO. 4-24 INDEX NO. 90	CAF13 93BW-59-8	OC8-534611

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

On postflight - #3 engine water pump impeller housing was found cracked 270 degrees around the circumference.

Cause - unknown

EXTRACTED DIRECTLY FROM UR

1. Afterflight inspection following 8 hours flight and wet take-off during which water injection appeared to function normally.

2. Water pump impeller housing. The crack extended approximately 270° around the circumference.

3. Exhibit parts being replaced.

ROUTING: NGFO, VEP, CBT, EWR, FF, SEP, WEM, DM, LPM, RLS, HH — SERVICE ANALYSIS FILE — VRLS 11/14

(OFFICE)

SIGNATURE K O Hengler DATE 1/14/9

S-AP JP 21648

SHT 1 OF 1



BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

L	SYSTEM		PART NO.	PART NAME	
K35A	WATER INJECT	0411	TT 118600-1	WATER PUMP	2340

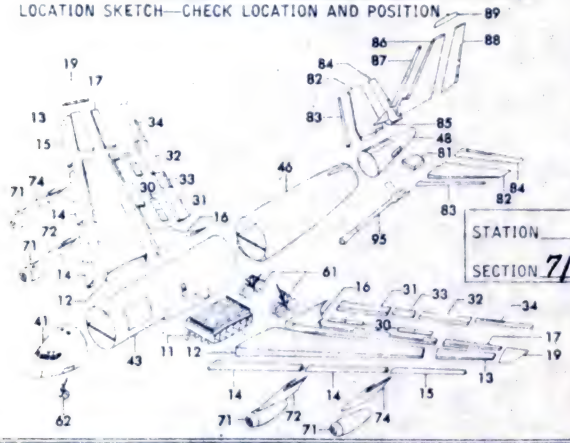
MANUFACTURER		BASE OR OPERATOR		A/C SERIAL	A C HOURS	DATE FAILED MO.	DAY	YR.
THOMPSON	59875	LORING	61	3606	UNKN	N	10	8

MAN HOURS REQ TO FIX AIRP (CHECK ONE): [0] 0—½ [1] ½—1 [2] 1—2½ [3] 2½—5 [4] 5—10 [5] 10—20 [6] 20—50 [7] 50—100 [8] 100—250 [9] 250—500 [R] OVER 500 — STATE NO. IN REMARKS. U

PART HOURS SINCE: ● NEW ○ OVERHAUL — 234

EFFECT OF MALFUNCTION (CHECK ONE): ● [N] NONE; [D] DELAY; [T] TURNBACK (LENGTH IN REMARKS); [V] FLIGHT DEVIATION; [C] CANCELED; [A] ACCIDENT; [I] INCIDENT; [E] ELECT. ODOR OR SMOKE; [F] FIRE; [O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D; 2 L INB'D; 3 R INB'D; 4 R OUTB'D; 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FORE; 0 AFT

STATION SECTION 71 OR POSITION —

HOW FAILED: BLADES BINDING — 4015

WHY FAILED: FAILURE OF COMPONENT PART — 1106

MALFUNCTION OCCURED DURING: 24

MALFUNCTION FOUND DURING: 18

01. FABRICATION; 02. BENCH TEST; 03. INSTALLATION; 04. SYSTEM FUNCTIONAL; 05. GROUND OPERAT'N; 06. PREFLIGHT; 07. STARTING; 08. TAXI; 09. TAKEOFF; 10. FLIGHT; 11. CLIMB; 12. CRUISE; 13. AER/REF; 14. DESCENT; 15. APPROACH; 16. LANDING; 17. SHUT-DOWN; 18. POSTFLIGHT; 19. PERIODIC; 20. SPEC. INSPECT'N; 21. IRAN; 22. MODIFICATION; 23. OTHER; 24. UNKNOWN

DISPOSITION: [1] USED AS IS; [2] ADJUSTED; [3] REPAIRED ON A/C; [4] REPAIRED LOCALLY; [5] NON REPAIRABLE; ● [6] REPLACED; [7] REPL'D. OLD PT. SCRAPPED; [8] REPL'D RET. TO DEPOT/MFR.; [9] HELD FOR U.R. EXHIBIT; [0] OTHER

MAINTAINABILITY: ● NO COMMENT; [1] INTERCHANGEABILITY Req's not met; [2] ACCESSIBILITY GOOD; [3] FAIR; [4] POOR; [5] INACCESSIBLE; [6] FREQUENT TROUBLE; [7] NUISANCE ITEM; [8] CAN BE INSTALLED; [9] FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS 1

REPORT SUBMITTED FOR: ☐ RECORD/INFO; ● ROUTINE ACTION; ☐ URGENT ACTION; ☐ SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
PP-830A	-10 / 4-24 / 90	LAFB 42 BW-58-2300	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

On postflight - the water pump blades were noted binding.

Cause - bearing failure

EXTRACTED DIRECTLY FROM OR

1. Aircraft undergoing postflight inspection.
2. Pump blades hard to move and blades binding.
3. Bearing failure.
4. Removed and replaced with serviceable pump. Defective item turned into supply for disposition and repair.
5. Manufacturer be advised and necessary action be taken to preclude future failures.

ROUTING

NGFQ
DEP
CRJ
RWR
RT
RDF
WEH DRL
DMS
IBM
HH
SERVICE ANALYSIS FILE

RLS 12/23

(OFFICE) SIGNATURE KO Henzler DATE 12/22/8 S-AFUP 24514 SHT 1 OF 1



MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

AIR SHUTOFF

MODEL	SYSTEM		PART NO.	PART NAME	
K35A	WATER INJECT	0411	35-297	VALVE	3400

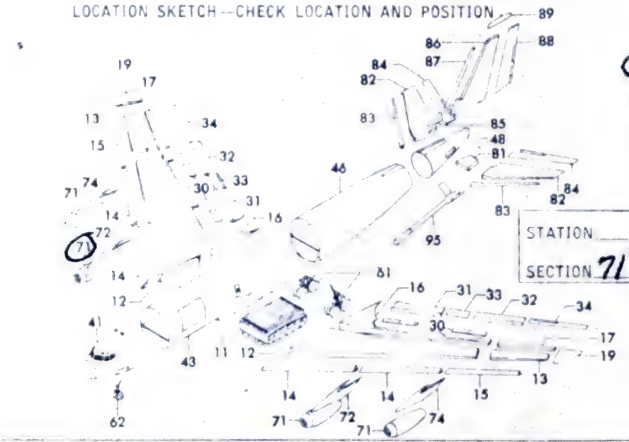
MANUFACTURER		BASE OR OPERATOR		A/C SERIAL	A/C HOURS	DATE FAILED (MO. DAY YR.)
HYDROAIR	81982	LORING	61	3622	UNKN	9 29 8

MAN HOURS REQ. TO FIX AIRP (CHECK ONE): 0 — 1/2 — 1/2–1 — 1 — 2 — 3 2½–5 — 4 5–10 — 5 10–20 — 6 20–50 — 7 50–100 — 8 100–250 — 9 250–500 — R OVER 500 STATE NO IN REMARKS. UNK

PART HOURS SINCE: ■ NEW ☐ OVERHAUL — 0

EFFECT OF MALFUNCTION (CHECK ONE): ■ NONE; D DELAY; T TURNBACK (LENGTH IN REMARKS); V FLIGHT DEVIATION; C CANCELED; A ACCIDENT; I INCIDENT; E ELECT. ODOR OR SMOKE; F FIRE; O OTHER REASON IN REMARKS

LOCATION SKETCH--CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D; 2 L INB'D; 3 R INB'D; 4 R OUTB'D; 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FORE; 0 AFT

STATION SECTION 71 OR POSITION 3

HOW FAILED: 1155 INOPERATIVE

WHY FAILED: 2060 CIRCUIT POOR

MALFUNCTION OCCURED DURING: 18

MALFUNCTION FOUND DURING: 18

01. FABRICATION; 02. BENCH TEST; 03. INSTALLATION; 04. SYSTEM FUNCTIONAL; 05. GROUND OPERAT'N; 06. PREFLIGHT; 07. STARTING; 08. TAXI; 09. TAKEOFF; 10. FLIGHT; 11. CLIMB; 12. CRUISE; 13. AER/REF; 14. DESCENT; 15. APPROACH; 16. LANDING; 17. SHUT-DOWN; 18. POSTFLIGHT; 19. PERIODIC; 20. SPEC. INSPECT'N; 21. IRAN; 22. MODIFICATION; 23. OTHER; 24. UNKNOWN

DISPOSITION: 1 USED AS IS; 2 ADJUSTED; 3 REPAIRED ON A/C; 4 REPAIRED LOCALLY; 5 NON REPAIRABLE; ■ 6 REPLACED; 7 REPL'D, OLD PT. SCRAPPED; 8 REPL'D, RET. TO DEPOT/MFR.; 9 HELD FOR U/R EXHIBIT; 0 OTHER

MAINTAINABILITY: ■ NO COMMENT; 1 INTERCHANGEABILITY; 2 ACCESSIBILITY: 2 GOOD, 3 FAIR; 4 POOR; 5 INACCESSIBLE; 6 FREQUENT TROUBLE; 7 NUISANCE ITEM; 8 CAN BE INSTALLED; 9 FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS: 1

REPORT SUBMITTED FOR: ☐ RECORD/INFO; ■ ROUTINE ACTION; ☐ URGENT ACTION; ☐ SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
—	-10 / 4-24 / 103	LAFB 42BW-58-1630	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

During routine check – #3 engine air shut-off valve failed to operate.

Cause – bad electrical connection.

EXTRACTED DIRECTLY FROM UR
****

1. Routine water injection sheek.

2. During routine water injection check, valve part no 1650-628-2988 on no. 3 engine failed to operate.

3. Electrical connection bad, valve would not open.

4. Valve removed and replaced with like serviceable item. Defective item being held for disposition instructions.

5. Recommend a teardown and study be made of item to determine cause of failure.

ROUTING: KGF(2) DEP CRJ RWR RT RDF WEM DRS LH IBM HH

SERVICE ANALYSIS FILE

RLS 12/10

(OFFICE)

SIGNATURE KOAngler DATE 12/9/8

S-F-UP 24411

SHT 1 OF 1

BAC 3590 (P)

6-7000



~~MA~~ **BOEING AIRPLANE COMPANY**
TRANSPORT DIVISION

FAILURE OR UNSATISFACTORY REPORT

ENG FAS

MODEL	SYSTEM		PART NO.	PART NAME	
K35A	STARTER	0407	130R2101-1-5	COMPRESSOR	0640

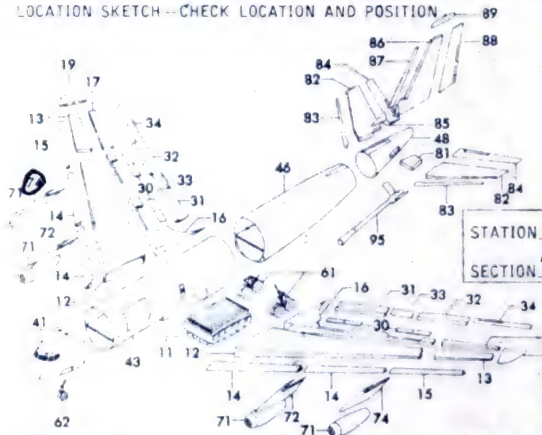
MANUFACTURER		BASE OR OPERATOR		A/C SERIAL	A/C HOURS	DATE FAILED (MO. DAY YR.)
CORNELIUS	14650	CARSWELL	C3	1497	UNK	6 19 9

MAN HOURS REQ. TO FIX AIRP (CHECK ONE)
0 0—½ | 3 2½—5 | 6 20—50 | 9 250—500
1 ½—1 | 4 5—10 | 7 50—100 | R OVER 500
2 1—2½ | 5 10—20 | 8 100—250 | STATE NO. IN REMARKS
UNK

PART HOURS SINCE: ● NEW ☐ OVERHAUL — 148

EFFECT OF MALFUNCTION (CHECK ONE)
● NONE
D DELAY } LENGTH IN
T TURNBACK } REMARKS
V FLIGHT DEVIATION
C CANCELED
A ACCIDENT
I INCIDENT
E ELECT. ODOR OR SMOKE
F FIRE
O OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION
1 L OUTB'D
2 L INB'D
3 R INB'D
● R OUTB'D
5 LEFT
6 RIGHT
7 UPPER
8 LOWER
9 FORE
0 AFT

STATION ____ OR SECTION 74 POSITION 4

HOW FAILED: 1037 — CKT BKR TRIPPED
WHY FAILED: 7000 — UNK

MALFUNCTION OCCURED DURING: 24
MALFUNCTION FOUND DURING: 16

01. FABRICATION
02. BENCH TEST
03. INSTALLATION
04. SYSTEM FUNCTIONAL
05. GROUND OPERAT'N
06. PREFLIGHT
07. STARTING
08. TAXI
09. TAKEOFF
10. FLIGHT
11. CLIMB
12. CRUISE
13. AER/REF
14. DESCENT
15. APPROACH
16. LANDING
17. SHUT-DOWN
18. POSTFLIGHT
19. PERIODIC
20. SPEC. INSPECT'N
21. IRAN
22. MODIFICATION
23. OTHER
24. UNKNOWN

DISPOSITION
1 USED AS IS
2 ADJUSTED
3 REPAIRED ON A/C
4 REPAIRED LOCALLY
5 NON REPAIRABLE
● REPLACED
7 REPL'D, OLD PT. SCRAPPED
8 REPL'D RET. TO DEPOT/MFR
9 HELD FOR U.R. EXHIBIT
0 OTHER

MAINTAINABILITY
● NO COMMENT
1 INTERCHANGEABILITY Req's not met
ACCESSIBILITY
2 GOOD
3 FAIR
4 POOR
5 INACCESSIBLE
6 FREQUENT TROUBLE
7 NUISANCE ITEM
8 CAN BE UNINSTALLED
9 FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS: 1

REPORT SUBMITTED FOR
☐ RECORD/INFO
● ROUTINE ACTION
☐ URGENT ACTION
☐ SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
130-21728	IC-135(K)A-7 / 1122 / 20	7BM 59-226	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

DURING POSTFLIGHT INSPECTION C/B'S FOUND TRIPPED - RESET, AND TRIPPED AGAIN. OIL FOUND DIS-COLORED TO A DARK BROWN. SUSPECT OIL STARVATION OR OVERHEAT. OIL QUANTITY LEVEL CHECK O.K.

EXTRACTED DIRECTLY FROM UR

1. On postflight inspection the circuit breakers on the fuel air starter compressor were out.

2. The circuit breakers were reset and they popped again. Upon inspection the compressor was found to be frozen up. The oil quantity was checked and found to be fully serviced. The oil was discolored to a dark brown. The oil was checked prior to flight, the color was normal.

3. Cause of malfunction is possible, oil starvation or excessive heat caused the malfunction.

4. Compressor was replaced with serviceable compressor, system was checked and operated normal. The defective compressor was turned into regular supply channels for repair.

5. Recommend that test be run on the lubricating system on the compressors to determine if the lubrication is at fault.

ROUTING
WBK
RGFG
RDF
WEAVERS
MGH
IBM
HH
SERVICE ANALYSIS FILE
RLS
6/30

S-AF-UP 19279

(OFFICE) SIGNATURE D. A. Wilson DATE 6/30/9 SHT 1 OF 1



ENGINE

MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

BUTTERFLY AIR

MODEL	SYSTEM		PART NO.	PART NAME	
K35A	ANTI-ICING	0410	119165	SHUTOFF VALVE	3400

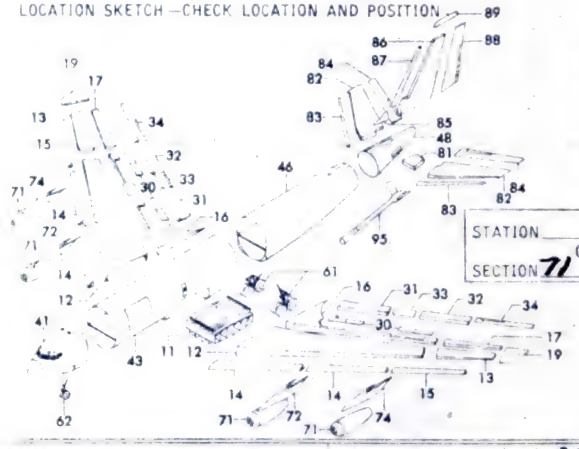
MANUFACTURER		BASE OR OPERATOR		A/C SERIAL	A C HOURS	DATE FAILED (MO. DAY YR.)
WHITTAKER	79550	LORING	61	3625	UNKN	6 9 8

MAN HOURS REQ TO FIX AIRP (CHECK ONE): [0] 0–½ [1] ½–1 [2] 1–2½ [3] 2½–5 [4] 5–10 [5] 10–20 [6] 20–50 [7] 50–100 [8] 100–250 [9] 250–500 [R] OVER 500 — STATE NO. IN REMARKS: U

PART HOURS SINCE: ■ NEW □ OVERHAUL — 85

EFFECT OF MALFUNCTION (CHECK ONE): ■ [N] NONE; [D] DELAY; [T] TURNBACK (LENGTH IN REMARKS); [V] FLIGHT DEVIATION; [C] CANCELED; [A] ACCIDENT; [I] INCIDENT; [E] ELECT ODOR OR SMOKE; [F] FIRE; [O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D; 2 L INB'D; 3 R INB'D; 4 R OUTB'D; 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FORE; 0 AFT

STATION ____ SECTION 71 OR POSITION —

HOW FAILED: 4155 INOPERATIVE

WHY FAILED: 1542 SHORT CIRCUIT

MALFUNCTION OCCURED DURING: 24

MALFUNCTION FOUND DURING: 24

01. FABRICATION; 02. BENCH TEST; 03. INSTALLATION; 04. SYSTEM FUNCTIONAL; 05. GROUND OPERAT'N; 06. PREFLIGHT; 07. STARTING; 08. TAXI; 09 TAKEOFF; 10. FLIGHT; 11. CLIMB; 12 CRUISE; 13. AER/REF; 14. DESCENT; 15. APPROACH; 16. LANDING; 17. SHUT-DOWN; 18. POSTFLIGHT; 19. PERIODIC; 20. SPEC. INSPECT'N; 21. IRAN; 22. MODIFICATION; 23. OTHER; 24. UNKNOWN

DISPOSITION: [1] USED AS IS; [2] ADJUSTED; [3] REPAIRED ON A/C; [4] REPAIRED LOCALLY; [5] NON REPAIRABLE; ■ [6] REPLACED; [7] REPL'D. OLD PT. SCRAPPED; [8] REPL'D. RET. TO DEPOT/MFR; [9] HELD FOR U.R. EXHIBIT; [0] OTHER

MAINTAINABILITY: ■ [1] NO COMMENT; [2] INTERCHANGEABILITY Removal/Install ACCESSIBILITY: [2] GOOD, [3] FAIR; [4] POOR; [5] INACCESSIBLE; [6] FREQUENT TROUBLE; [7] NUISANCE ITEM; [8] CAN BE UNINSTALLED; [9] FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS: 1

REPORT SUBMITTED FOR: [1] RECORD/INFO; ■ [2] ROUTINE ACTION; [3] URGENT ACTION; [4] SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
—	2J-J57-54 / 65 / 9	LAFB 42BW-58-854	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

Valve operated normally until circuit breaker popped. Resets were unsuccessful.

Cause - internal short within the valve actuator.

EXTRACTED DIRECTLY FROM UR

1. Valve operated normally until circuit breaker popped Circuit breaker was reset several times and would pop when anti-icing valve switch was actuated.

2. Internal short within the valve actuator.

3. Unknown.

4. Removed and replaced with serviceable item. Defective item turned into supply.

5. Continued evaluation of this unit be made to perfect reliability of this valve.

ROUTING
RJ
IBM
HH
SERVICE ANALYSIS FILE
RCS 1/11

(OFFICE)

SIGNATURE RO Henziker DATE 11/10/8 S-GROUP 24243 SHT 1 OF 1

BAC 3590 (P)

6-7000



MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

W/I INLET

MODEL	SYSTEM		PART NO.	PART NAME	
K35A	WATER INJECT	0411	266049	CONTROL ASSY	680

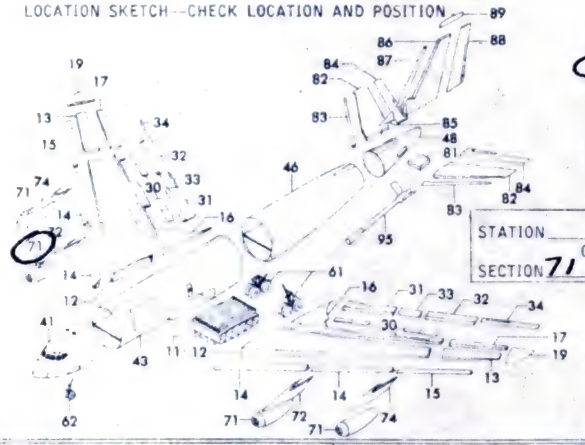
FACTURER: PRATWHIT 77445 | BASE OR OPERATOR: WESTOVER 97 | A/C SERIAL: 3650 | A C HOURS: UNKN | DATE FAILED: N MO 7 DAY 8 YR.

MAN HOURS REQ TO FIX AIRP (CHECK ONE)
[0] 0 [1/2] 1/2 [1] 1 [1 1/2] 1-1 [2] 1-2 1/2 [3] 2 1/2-5 [4] 5-10 [5] 10-20 [6] 20-50 [7] 50-100 [8] 100-250 [9] 250-500 [R] OVER 500 STATE NO. IN REMARKS
U

PART HOURS SINCE: (●) NEW ( ) OVERHAUL 167

EFFECT OF MALFUNCTION (CHECK ONE)
(●) NONE [D] DELAY [T] TURNBACK] LENGTH IN REMARKS
[V] FLIGHT DEVIATION [C] CANCELED [A] ACCIDENT [I] INCIDENT
[E] ELECT. ODOR OR SMOKE [F] FIRE [O] OTHER REASON IN REMARKS

LOCATION SKETCH--CHECK LOCATION AND POSITION



POSITION
1 L OUTB'D
2 L INB'D
3 R INB'D
4 R OUTB'D
5 LEFT
6 RIGHT
7 UPPER
8 LOWER
9 FORE
0 AFT

STATION ____ OR SECTION 71 POSITION 3

HOW FAILED: 2238 BROKEN

WHY FAILED: 7000 UNKNOWN

MALFUNCTION OCCURED DURING 24

MALFUNCTION FOUND DURING 18

01. FABRICATION
02. BENCH TEST
03. INSTALLATION
04. SYSTEM FUNCTIONAL
05. GROUND OPERAT N
06. PREFLIGHT
07. STARTING
08. TAXI
09. TAKEOFF
10. FLIGHT
11. CLIMB
12. CRUISE
13. AER/REF
14. DESCENT
15. APPROACH
16. LANDING
17. SHUT-DOWN
18. POSTFLIGHT
19. PERIODIC
20. SPEC. INSPECT'N
21. IRAN
22. MODIFICATION
23. OTHER
24. UNKNOWN

DISPOSITION
[1] USED AS IS
[2] ADJUSTED
[3] REPAIRED ON A/C
[4] REPAIRED LOCALLY
[5] NON REPAIRABLE
[6] REPLACED
[7] REPL'D OLD PT. SCRAPPED
[8] REPL'D RET. TO DEPOT/MFR.
(●) HELD FOR U.R. EXHIBIT
[0] OTHER

MAINTAINABILITY
(●) NO COMMENT [1] INTERCHANGEABILITY Reqs not met
ACCESSIBILITY [2] GOOD [3] FAIR
[4] POOR [5] INACCESSIBLE [6] FREQUENT TROUBLE [7] NUISANCE ITEM [8] CAN BE UNINSTALLED [9] FREQ. IS WRONG

NO FAILURES THIS RPT COVERS 1

REPORT SUBMITTED FOR
( ) RECORD/INFO
(●) ROUTINE ACTION
( ) URGENT ACTION
( ) SAFETY OF FLIGHT

PART SERIAL NUMBER

REF. CAT. NO. 2J-J57-54
FIG. NO. 61
INDEX NO. —

CUSTOMER UR NO. WAFB 4050ARW-58-411

OTHER REF.

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

During postflight - found W/I injection control assy on #3 engine with an upper mounting flange broken below the mounting hole.

EXTRACTED DIRECTLY FROM UR

1. Aircraft was undergoing a routine postflight inspection.

2. During the postflight inspection it was discovered that the upper mounting flange was broken below the mounting hole of no. 3 engine's water injection control valve.

3. Overtorque of mount bolt, misalignment, or engine heat expansion.

4. Broken control assembly was removed and replaced with a like serviceable item. Broken item held as UR exhibit.

5. A possible change in the torque requirement table for the upper mounting flange or manufacture control out of better material.

6. Copy of this UR to be forwarded to AFPRC, BAC, Seattle 14, Washington.

ROUTING
FQ
RDF
JEM
DHS
TEM
HH
SERVICE ANALYSIS FILE
RLS 2/6

(OFFICE)

SIGNATURE KO Hengler DATE 2/5/9

S-AF-UP 21444

SHT 1 OF 1

BAC 3590 (P)

6-7000



MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

W/I PUMP

MODEL	SYSTEM		PART NO.	PART NAME	
K35A	WATER INJECT	0411	69-8900	BRACKET	365

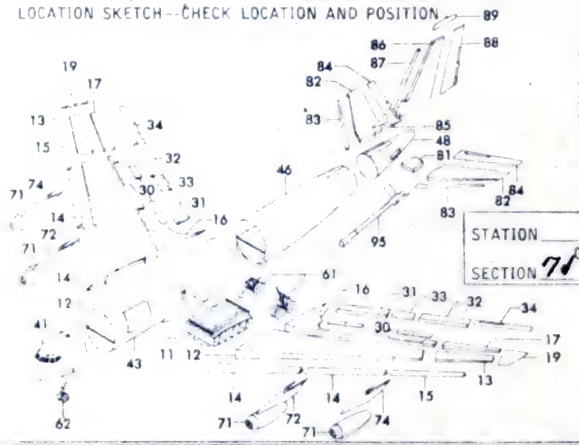
MANUFACTURER		BASE OR OPERATOR		A/C SERIAL	A/C HOURS	DATE FAILED (MO. DAY YR.)
ROHR- AIR	51563	TINKER	94	UNKN	UNKN	1 14 9

MAN HOURS REQ TO FIX AIRP (CHECK ONE): [0] [1] [2] [3] [4] [5] [6] [7] [8] [9] [R] — 250-500 / OVER 500 / STATE NO. IN REMARKS: U

PART HOURS SINCE: ● NEW ○ OVERHAUL — 319

EFFECT OF MALFUNCTION (CHECK ONE): ● [N] NONE; [D] DELAY; [T] TURNBACK; LENGTH IN REMARKS; [V] FLIGHT DEVIATION; [C] CANCELED; [A] ACCIDENT; [I] INCIDENT; [E] ELECT ODOR OR SMOKE; [F] FIRE; [O] OTHER REASON IN REMARKS

LOCATION SKETCH--CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D; 2 L INB'D; 3 R INB'D; 4 R OUTB'D; 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FORE; 0 AFT

STATION ____ SECTION 71 OR POSITION ____

HOW FAILED: 6070 — CRACKED

WHY FAILED: 7000 — UNKNOWN

MALFUNCTION OCCURED DURING: 24

MALFUNCTION FOUND DURING: 22

01. FABRICATION; 02. BENCH TEST; 03 INSTALLATION; 04. SYSTEM FUNCTIONAL; 05 GROUND OPERAT'N; 06. PREFLIGHT; 07. STARTING; 08. TAXI; 09. TAKEOFF; 10. FLIGHT; 11. CLIMB; 12 CRUISE; 13. AER/REF; 14 DESCENT; 15. APPROACH; 16. LANDING; 17. SHUT-DOWN; 18. POSTFLIGHT; 19. PERIODIC; 20. SPEC. INSPECT'N; 21. IRAN; 22. MODIFICATION; 23. OTHER; 24. UNKNOWN

DISPOSITION: [1] USED AS IS; [2] ADJUSTED; [3] REPAIRED ON A/C; [4] REPAIRED LOCALLY; [5] NON REPAIRABLE; ● [6] REPLACED; [7] REPL'D, OLD PT. SCRAPPED; [8] REPL'D RET. TO DEPOT/MFR; [9] HELD FOR U.R. EXHIBIT; [0] OTHER

MAINTAINABILITY: ● NO COMMENT; INTERCHANGEABILITY: [1] Req's not met; ACCESSIBILITY: [2] GOOD, [3] FAIR; [4] POOR, [5] INACCESSIBLE, [6] FREQUENT TROUBLE, [7] NUISANCE ITEM, [8] CAN BE INSTALLED, [9] FREQ IS WRONG

NO FAILURES THIS RPT COVERS: R

REPORT SUBMITTED FOR: [ ] RECORD/INFO; ● ROUTINE ACTION; [ ] URGENT ACTION; [ ] SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
	-10 / 4-24 / 99	TINKER AFB 59-20	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

Operation "quick switch" — water injection pump bracket was found cracked upon removal of water pump.

Cause - unknown

EXTRACTED DIRECTLY FROM UR

1. Engine received in shops for Project Quick Switch.

2. When water pump was removed, it was noted that subject Support Bracket, P/N 69-8900, was cracked. (See enclosed Photo Nr 2640F).

3. Unknown. This bracket is a replacement for bracket that had failed previously, and was manufactured as a stronger replacement for 56 series. KC-135 Acft.

4. Replaced with like serviceable item.

5. Recommend that an investigation be conducted to determine if this is an isolated case, or failures are still being encountered.

ROUTING
1-FIO
DF
WEM RS
DMS
TEM
HH
SERVICE ANALYSIS FILE

RLS 3/4

2/4/9

(OFFICE) SIGNATURE KO Henzler DATE

S-FOUP 21436

SHT 1 OF 1

BAC 3590 (P)

6-7000



MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

ENG.

MODEL	SYSTEM		PART NO.		PART NAME	
K35A	IGNITION	0408	10-106700-1D		IGNITION	1610

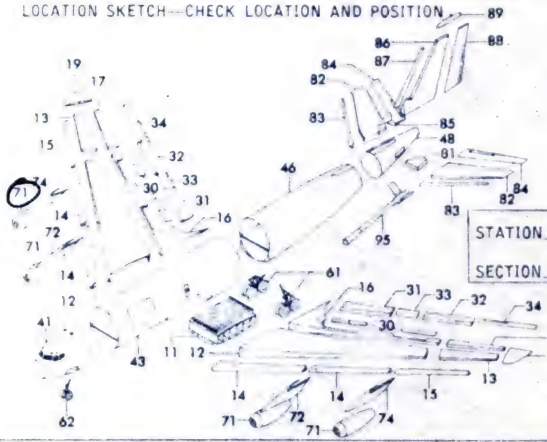
FACTURER	BASE OR OPERATOR	A/C SERIAL	A/C HOURS	DATE FAILED (MO. / DAY / YR.)
BENDIX 77820	GRIFFISS 8G	0030	UNK	6 / 18 / 9

MAN HOURS REQ. TO FIX AIRP (CHECK ONE): [0] 0—½ [1] ½—1 [2] 1—2½ [3] 2½—5 [4] 5—10 [5] 10—20 [6] 20—50 [7] 50—100 [8] 100—250 [9] 250—500 [R] OVER 500 — STATE NO. IN REMARKS: UNK

PART HOURS SINCE: (•) NEW ( ) OVERHAUL 112

EFFECT OF MALFUNCTION (CHECK ONE): (•) [N] NONE; [D] DELAY; [T] TURNBACK (LENGTH IN REMARKS); [V] FLIGHT DEVIATION; [C] CANCELED; [A] ACCIDENT; [I] INCIDENT; [E] ELECT. ODOR OR SMOKE; [F] FIRE; [O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D; 2 L INB'D; 3 R INB'D; (4) R OUTB'D; 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FORE; 0 AFT

STATION OR SECTION 71 POSITION 4

HOW FAILED: 1155 INOPERABLE

WHY FAILED: 7000 UNK

MALFUNCTION OCCURED DURING: 24

MALFUNCTION FOUND DURING: 04

01. FABRICATION; 02. BENCH TEST; 03. INSTALLATION; 04. SYSTEM FUNCTIONAL; 05. GROUND OPERAT'N; 06. PREFLIGHT; 07. STARTING; 08. TAXI; 09. TAKEOFF; 10. FLIGHT; 11. CLIMB; 12. CRUISE; 13. AER/REF; 14. DESCENT; 15. APPROACH; 16. LANDING; 17. SHUT-DOWN; 18. POSTFLIGHT; 19. PERIODIC; 20. SPEC. INSPECT'N; 21. IRAN; 22 MODIFICATION; 23 OTHER; 24. UNKNOWN

DISPOSITION: [1] USED AS IS; [2] ADJUSTED; [3] REPAIRED ON A/C; [4] REPAIRED LOCALLY; [5] NON REPAIRABLE; [6] REPLACED; [7] REPL'D, OLD PT. SCRAPPED; [8] REPL'D RET. TO DEPOT/MFR; (•) [H] HELD FOR U R EXHIBIT; [O] OTHER

MAINTAINABILITY: (•) [N] NO COMMENT; [I] INTERCHANGEABILITY Req's not met; ACCESSIBILITY [2] GOOD, [3] FAIR; [4] POOR; [5] INACCESSIBLE; [6] FREQUENT TROUBLE; [7] NUISANCE ITEM; [8] CAN BE INSTALLED; [9] FREQ. IS / WRONG

NO FAILURES THIS RPT. COVERS: 1

REPORT SUBMITTED FOR: ( ) RECORD/INFO; ( ) ROUTINE ACTION; (•) URGENT ACTION; ( ) SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
45947	33-357-54 / 52 / 1	4039-SW-59-163	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

ROUTING

IGF(=)
RDE
WEBERS
MOH
IBM

SERVICE ANALYSIS FILE

HH

RLS 7/1

DURING FUNCTIONAL TEST OF IGNITION SYS. IGNITION PLUG IN NO. 5 CAN FAILED TO FIRE. INVESTIGATION DISCLOSED IGNITION UNIT BAD. UNIT BEING HELD AS UR EXHIBIT.

EXTRACTED DIRECTLY FROM UR

1. Postflight inspection in progress.

2. During functional test of the ignition system in accordance with T.O. 135 (K)A-2-4 paragraph 8-9, it was noted that the igniter plug mounted in number five burner can failed to fire. Further investigation and inspection disclosed that the ignition unit P/N 10-106700-1D was defective. At the present time facilities are not available for bench check of this unit.

3. Unknown.

4. Defective ignition unit replaced with like serviceable item. This action corrected the difficulty. Subject item being held for disposition instructions.

5. Due to the fact that the subject item is of the latest configuration, recommend a study be conducted on the exhibit item to determine the exact cause of failure.

S-AF-UP 19256

(OFFICE) SIGNATURE D. H. Wilson DATE 6/26/9 SHT 1 OF 1



MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION

FAILURE OR UNSATISFACTORY REPORT

AIR FRONT TUBE

A/C	SYSTEM		PART NO.		PART NAME	
K35A	ANTI-ICE	0410	182213		GASKET	1360

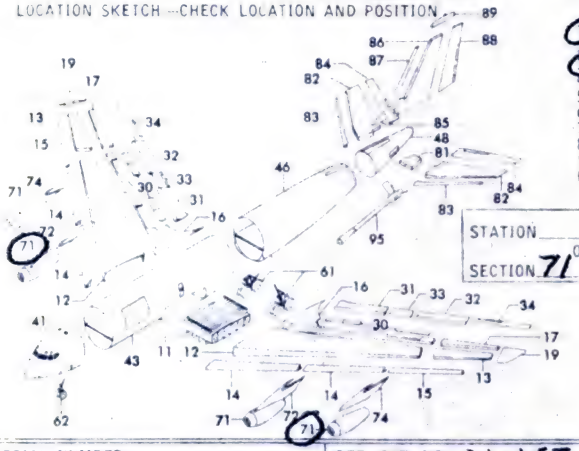
MANUFACTURER		BASE OR OPERATOR		A/C SERIAL	A/C HOURS	DATE FAILED MO.	DAY	YR.
PRATWHIT	77445	CARSWELL	29	1466	UNKN	D	10	8

MAN HOURS REQ TO FIX AIRP (CHECK ONE): [0] 0 [1] ½ [2] 1 [3] 2½ [4] 5 [5] 10 [6] 20–50 [7] 50–100 [8] 100–250 [9] 250–500 [R] OVER 500 STATE NO. IN REMARKS: U

PART HOURS SINCE: ● NEW ○ OVERHAUL — 116

EFFECT OF MALFUNCTION (CHECK ONE): ● [N] NONE; [D] DELAY; [T] TURNBACK | LENGTH IN REMARKS; [V] FLIGHT DEVIATION; [C] CANCELED; [A] ACCIDENT; [I] INCIDENT; [E] ELECT ODOR OR SMOKE; [F] FIRE; [O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: ○ [1] L OUTB'D; ○ [2] L INB'D; ○ [3] R INB'D; [4] R OUTB'D; [5] LEFT; [6] RIGHT; [7] UPPER; [8] LOWER; [9] FORE; [0] AFT

STATION ____ OR SECTION 71 POSITION 1

HOW FAILED: 6040 — BLOWN

WHY FAILED: 1495 — OVERHEAT & PRESSURE.

MALFUNCTION OCCURED DURING: 24

MALFUNCTION FOUND DURING: 18

01. FABRICATION; 02. BENCH TEST; 03. INSTALLATION; 04. SYSTEM FUNCTIONAL; 05. GROUND OPERATN; 06. PREFLIGHT; 07. STARTING; 08. TAXI; 09. TAKEOFF; 10. FLIGHT; 11. CLIMB; 12. CRUISE; 13. AER/REF; 14. DESCENT; 15. APPROACH; 16. LANDING; 17. SHUT-DOWN; 18. POSTFLIGHT; 19. PERIODIC; 20. SPEC. INSPECTN; 21. IRAN; 22. MODIFICATION; 23. OTHER; 24. UNKNOWN

DISPOSITION: [1] USED AS IS; [2] ADJUSTED; [3] REPAIRED ON A/C; [4] REPAIRED LOCALLY; [5] NON REPAIRABLE; ● [6] REPLACED; [7] REPL'D OLD PT. SCRAPPED; [8] REPL'D RET. TO DEPOT/MFR.; [9] HELD FOR U/R EXHIBIT; [0] OTHER

MAINTAINABILITY: ● [N] NO COMMENT; [I] INTERCHANGEABILITY Req's not met; [4] POOR; [5] INACCESSIBLE; [6] FREQUENT TROUBLE; [7] NUISANCE ITEM; [8] CAN BE INSTALLED; [9] FREQ IS WRONG

ACCESSIBILITY: [2] GOOD; [3] FAIR

NO FAILURES THIS RPT. COVERS: 2

REPORT SUBMITTED FOR: ○ RECORD/INFO; ● ROUTINE ACTION; ○ URGENT ACTION; ○ SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO.	CUSTOMER UR NO.	OTHER REF.
–	REF. CAT. NO. 2J-J57-54 FIG. NO. 66 INDEX NO. 4	CRAFB 7BW-58-222	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

On postflight – the anti-icing air front tube gaskets on engines #1 and #3 were found blown.

Cause – Excessive heat and pressure.

EXTRACTED DIRECTLY FROM UR
****

1. 100 hour postflight inspection was in progress.

2. During the inspection of the number three and number one engines, the following anti-icing gaskets were found blown:

   a. 0245-2840-641-7378, left and right side.
   b. 0245-2840-641-6918, left and right side.

3. Excessive heat and pressure.

4. Removed blown gaskets and replaced them with serviceable like item.

5. Use more durable materials.

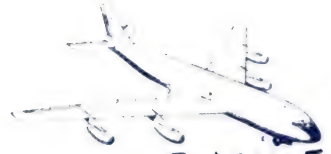
ROUTING
AGF (a)
DEP
CRJ
RWR
RT
RDF
WEM DRS
PMS
IBM
HH
SERVICE ANALYSIS FILE

RLS 12/23

(OFFICE) SIGNATURE KO Ittnyler DATE 12/22/8 S-F-UP 24520 SHT 1 OF 1

BAC 3590 (P)

6-7000



BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

AFT ENGINE — BUTTERFLY AIR

FS	SYSTEM		PART NO.	PART NAME
K35A	ANTI-ICING	0410	119165	SHUTOFF VALVE 3400

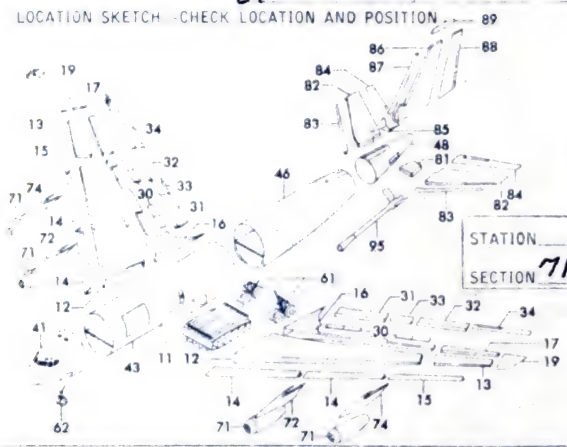
MANUFACTURER		BASE OR OPERATOR		A/C SERIAL	A/C HOURS	DATE FAILED (MO. / DAY / YR.)
WHITTAKER	79550	LORING	61	3617	UNKN	9 / 23 / 8

MAN HOURS REQ. TO FIX AIRP (CHECK ONE): [0] 0–½ [1] ½–1 [2] 1–2½ [3] 2½–5 [4] 5–10 [5] 10–20 [6] 20–50 [7] 50–100 [8] 100–250 [9] 250–500 [R] OVER 500 STATE NO. IN REMARKS — U

PART HOURS SINCE: (●) NEW ( ) OVERHAUL — 210

EFFECT OF MALFUNCTION (CHECK ONE): (●) NONE [D] DELAY [T] TURNBACK | LENGTH IN REMARKS | [V] FLIGHT DEVIATION [C] CANCELED [A] ACCIDENT [I] INCIDENT | [E] ELECT. ODOR OR SMOKE [F] FIRE [O] OTHER REASON IN REMARKS

LOCATION SKETCH — CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D; 2 L INB'D; 3 R INB'D; 4 R OUTB'D; 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FORE; 0 AFT

STATION ____ SECTION 71 OR POSITION —

HOW FAILED: 4168 — INTERMITTENT OPERATION

WHY FAILED: 8 — UNKNOWN

MALFUNCTION OCCURED DURING: 19

MALFUNCTION FOUND DURING: 19

01. FABRICATION; 02. BENCH TEST; 03. INSTALLATION; 04. SYSTEM FUNCTIONAL; 05. GROUND OPERAT'N; 06. PREFLIGHT; 07. STARTING; 08. TAXI; 09. TAKEOFF; 10. FLIGHT; 11. CLIMB; 12. CRUISE; 13. AER/REF; 14. DESCENT; 15. APPROACH; 16. LANDING; 17. SHUT-DOWN; 18. POSTFLIGHT; 19. PERIODIC; 20. SPEC. INSPECT'N; 21. IRAN; 22. MODIFICATION; 23. OTHER; 24. UNKNOWN

DISPOSITION: [1] USED AS IS; [2] ADJUSTED; [3] REPAIRED ON A/C; [4] REPAIRED LOCALLY; [5] NON REPAIRABLE; (●) [6] REPLACED; [7] REPL'D OLD PT. SCRAPPED; [8] REPL'D. RET. TO DEPOT/MFR; [9] HELD FOR U.R. EXHIBIT; [0] OTHER

MAINTAINABILITY: ( ) [1] NO COMMENT; [2] INTERCHANGEABILITY Req's not met; ACCESSIBILITY [2] GOOD [3] FAIR; [4] POOR; [5] INACCESSIBLE; [6] FREQUENT TROUBLE; [7] NUISANCE ITEM; [8] CAN BE INSTALLED; [9] FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS: 2

REPORT SUBMITTED FOR: ( ) RECORD/INFO (●) ROUTINE ACTION ( ) URGENT ACTION ( ) SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO.	CUSTOMER UR NO.	OTHER REF.
—	2J-J57-54 FIG. NO. 66 INDEX NO. 9	LAFB 42BW-58-1494	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

At periodic - butterfly shutoff valve operated intermittently.

Cause - unknown

EXTRACTED DIRECTLY FROM UR

****

1. Aircraft undergoing periodic inspection.
2. Butterfly won't operate properly - butterfly operates intermittently.
3. Unknown.
4. Removed and replaced with like serviceable item. Old valve turned into supply for disposition.
5. Recommend manufacture be advised of this condition and take necessary action.

ROUTING

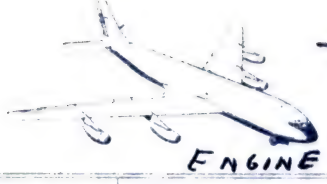
KGF(2)
DEP
RT
RWR
RT
RDF
WEA ~~IRS~~
DMS
IBM
HH
SERVICE ANALYSIS FILE
RCS
1/9

(OFFICE)

SIGNATURE KO Itenzler DATE 1/9/9

S-AF(2)UP 24535

SHT 1 OF 1



MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

AJA4

MODEL	SYSTEM		PART NO.	PART NAME	
K35A	FUEL & POWER	0405	330290	FUEL CONTROL	0680

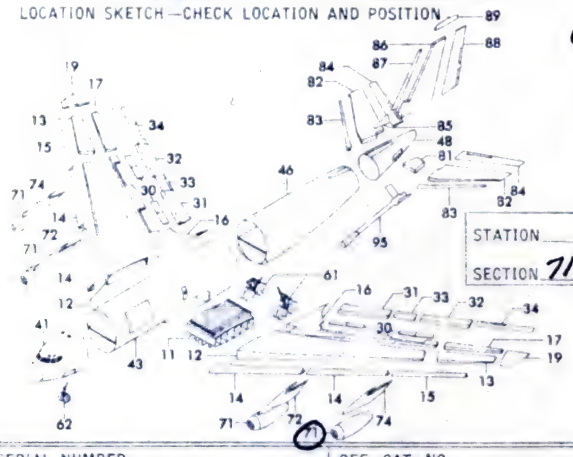
MANUFACTURER		BASE OR OPERATOR		A/C SERIAL	A/C HOURS	DATE FAILED
BENDIX	06848	CLINTON-SHERMAN	IC	-040	UNK	6 (MO.) 5 (DAY) 9 (YR.)

MAN HOURS REQ. TO FIX AIRP (CHECK ONE)
[0] 0 [1] 1/2 [2] 1 [3] 2 1/2 [4] 5 [5] 10 [6] 20 [7] 50 [8] 100 [9] 250 [R] OVER 500 — STATE NO. IN REMARKS
UNK

PART HOURS SINCE: (●) NEW ( ) OVERHAUL — 46

EFFECT OF MALFUNCTION (CHECK ONE)
(●) [N] NONE; [D] DELAY; [T] TURNBACK — LENGTH IN REMARKS
[V] FLIGHT DEVIATION; [C] CANCELLED; [A] ACCIDENT; [I] INCIDENT
[E] ELECT. ODOR OR SMOKE; [F] FIRE; [O] OTHER — REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION
(1) L OUTB'D
2 L INB'D
3 R INB'D
4 R OUTB'D
5 LEFT
6 RIGHT
7 UPPER
8 LOWER
9 FORE
0 AFT

STATION ____ OR
SECTION 71 POSITION 1

HOW FAILED: 4125
REGULATION IMPROPER
WHY FAILED: 7000
UNK

MALFUNCTION OCCURED DURING: 10
MALFUNCTION FOUND DURING: 18

01. FABRICATION	13. AER/REF		
02. BENCH TEST	14. DESCENT		
03. INSTALLATION	15. APPROACH		
04. SYSTEM FUNCTIONAL	16. LANDING		
05. GROUND OPERATN	17. SHUT-DOWN		
06. PREFLIGHT	18. POSTFLIGHT		
07. STARTING	19. PERIODIC		
08. TAXI	20. SPEC. INSPECT N		
09. TAKEOFF	21. IRAN		
10. FLIGHT	22. MODIFICATION		
11. CLIMB	23. OTHER		
12. CRUISE	24. UNKNOWN		

DISPOSITION
[1] USED AS IS
[2] ADJUSTED
[3] REPAIRED ON A/C
[4] REPAIRED LOCALLY
[5] NON REPAIRABLE
(●) REPLACED
[7] REPL'D OLD PT. SCRAPPED
[8] REPL'D RET. TO DEPOT/MFR
[9] HELD FOR U.R. EXHIBIT
[0] OTHER

MAINTAINABILITY
(●) NO COMMENT
[1] INTERCHANGEABILITY Req's not met
ACCESSIBILITY
[2] GOOD
[3] FAIR
[4] POOR
[5] INACCESSIBLE
[6] FREQUENT TROUBLE
[7] NUISANCE ITEM
[8] CAN BE INSTALLED
[9] FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS: 1

REPORT SUBMITTED FOR
( ) RECORD/INFO
(●) ROUTINE ACTION
( ) URGENT ACTION
( ) SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
181838		4123 SW 59-148	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

WHILE ENTERING TRAFFIC PATTERN NO. 1 ENG. QUIT. GROUND CHECK REVEALED ENG. O.K. UP TO 85% - THEN WOULD SHUT ITSELF DOWN.

SUSPECT FAILURE OF PT4 SENSING SYSTEM.

EXTRACTED DIRECTLY FROM UR

1. ACFT was entering traffic pattern after completion of flight.

2. Pilot reported that the no. 1 engine failed in pattern. Loss of EPR, RPN, oil pressure, and fuel flow. Ground run revealed that engine operation was OK to eight-five percent, at that point the engine shut itself down.

3. The AJA4 fuel control, S/N 181838 was replaced with a like SVC item. Engine checked out OK with new AJA4.

ROUTING
SFC
RDF
ULEM DES
MOH
IPM
HH
SERVICE ANALYSIS FILE
RLS
6/18

(OFFICE)

D. K. Wilson
SIGNATURE

DATE 6/18/9

S-MF UP 19216

SHT 1 OF 1



MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL K35A | SYSTEM IGNITION 0408 | PART NO 10-106700-1 | PART NAME UNIT-IGNITION 11610

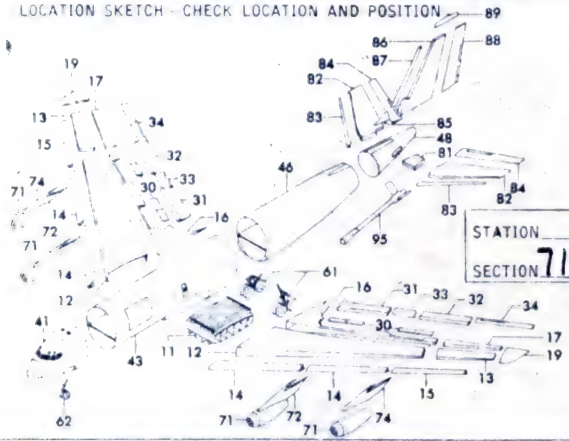
MANUFACTURER BENDIX 77820 | BASE OR OPERATOR OFFUTT Ø1 | A/C SERIAL -019 | A/C HOURS UNK | DATE FAILED 4 28 9 (MO. DAY YR.)

MAN HOURS REQ TO FIX AIRP (CHECK ONE): [0] 0 [1] ½ [2] 1–2½ [3] 2½–5 [4] 5–10 [5] 10–20 [6] 20–50 [7] 50–100 [8] 100–250 [9] 250–500 [R] OVER 500 STATE NO. IN REMARKS — UNK

PART HOURS SINCE: (●) NEW ( ) OVERHAUL 73

EFFECT OF MALFUNCTION (CHECK ONE): (●) NONE [D] DELAY [T] TURNBACK (LENGTH IN REMARKS) [V] FLIGHT DEVIATION [C] CANCELED [A] ACCIDENT [I] INCIDENT [E] ELECT. ODOR OR SMOKE [F] FIRE [O] OTHER REASON IN REMARKS

LOCATION SKETCH - CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D, 2 L INB'D, 3 R INB'D, 4 R OUTB'D, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, 0 AFT

STATION SECTION 71 OR POSITION —

HOW FAILED INOPERATIVE 1155

WHY FAILED DESIGN FACTOR 2075

MALFUNCTION OCCURED DURING 10

MALFUNCTION FOUND DURING 18

01. FABRICATION, 02. BENCH TEST, 03. INSTALLATION, 04. SYSTEM FUNCTIONAL, 05. GROUND OPERAT'N, 06. PREFLIGHT, 07. STARTING, 08. TAXI, 09. TAKEOFF, 10. FLIGHT, 11. CLIMB, 12. CRUISE, 13. AER/REF, 14. DESCENT, 15. APPROACH, 16. LANDING, 17. SHUT-DOWN, 18. POSTFLIGHT, 19. PERIODIC, 20. SPEC. INSPECT'N, 21. IRAN, 22. MODIFICATION, 23. OTHER, 24. UNKNOWN

DISPOSITION: [1] USED AS IS, [2] ADJUSTED, [3] REPAIRED ON A/C, [4] REPAIRED LOCALLY, [5] NON REPAIRABLE, (●) REPLACED, [7] REPL'D, OLD PT. SCRAPPED, [8] REPL'D. RET. TO DEPOT/MFR., [9] HELD FOR U R EXHIBIT, [0] OTHER

MAINTAINABILITY: [0] NO COMMENT, [1] INTERCHANGEABILITY Req's not met, ACCESSIBILITY [2] GOOD, [3] FAIR, [4] POOR, [5] INACCESSIBLE, (●) FREQUENT TROUBLE, [7] NUISANCE ITEM, [8] CAN BE UNINSTALLED, [9] FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS 1

REPORT SUBMITTED FOR: [ ] RECORD/INFO, [ ] ROUTINE ACTION, (●) URGENT ACTION, [ ] SAFETY OF FLIGHT

PART SERIAL NUMBER 43101 | REF. CAT. NO. | FIG. NO. | INDEX NO. | CUSTOMER UR NO. 3902 ABW-59-71. | OTHER REF.

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

On postflight - found one ignition unit inoperative. Ignition was 'ON' for 20 minutes on last flight.

EXTRACTED DIRECTLY FROM UR

1. Ignition unit was used twenty minutes inflight.
2. Unit was ground checked after flight and found defective.
3. Removed and replaced with serviceable like item.

ROUTING

GF(6)
RDF
EA DKS
MOH
IRM
HH
SERVICE ANALYSIS FILE
RLS 5/4

(OFFICE) R.L. Simons SIGNATURE 5/4/9 DATE

S-AF-UP 23436

SHT 1 OF 1



BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL	SYSTEM		PART NO.		PART NAME	
K35A	STARTER	0407	538D137		F/A STARTER	2883

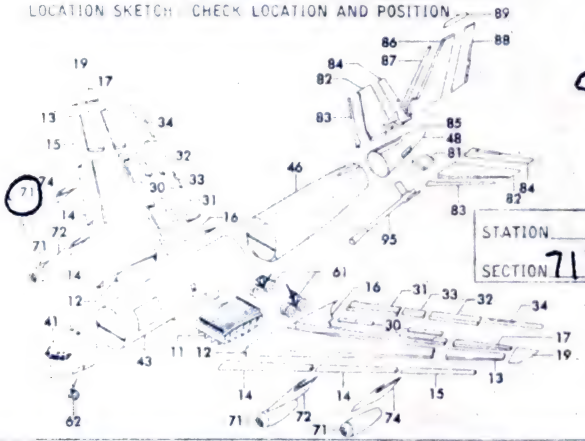
MANUFACTURER		BASE OR OPERATOR	A/C SERIAL	A/C HOURS	DATE FAILED
GE	24446	FAIRCHILD FI	-032	UNK.	4 (MO.) 30 (DAY) 9 (YR.)

MAN HOURS REQ. TO FIX AIRP (CHECK ONE)
0 | 1/2 | 1 | 2 | 2 1/2 | [3] | 5 | [4] | 10 | [5] | 10-20 | [6] | 20-50 | [7] | 50-100 | [8] | 100-250 | [9] | 250-500 | [R] | OVER 500 | STATE NO. IN REMARKS
UNK

PART HOURS SINCE: (●) NEW ( ) OVERHAUL — 24

EFFECT OF MALFUNCTION (CHECK ONE)
[N] NONE | [D] DELAY | [T] TURNBACK | LENGTH IN REMARKS
[V] FLIGHT DEVIATION | (●) CANCELED | [A] ACCIDENT | [I] INCIDENT
[E] ELECT. ODOR OR SMOKE | [F] FIRE | [O] OTHER REASON IN REMARKS

LOCATION SKETCH: CHECK LOCATION AND POSITION



POSITION
1 L OUTB'D
2 L INB'D
3 R INB'D
(4) R OUTB'D
5 LEFT
6 RIGHT
7 UPPER
8 LOWER
9 FORE
0 AFT

STATION SECTION 71 OR POSITION 4

HOW FAILED: INOPERATIVE 1155

WHY FAILED: MALFUNCTION COMPONENT PART. 1106

MALFUNCTION OCCURED DURING 07

MALFUNCTION FOUND DURING 07

01. FABRICATION
02. BENCH TEST
03. INSTALLATION
04. SYSTEM FUNCTIONAL
05. GROUND OPERAT'N
06. PREFLIGHT
07. STARTING
08. TAXI
09. TAKEOFF
10. FLIGHT
11. CLIMB
12. CRUISE
13. AER/REF
14. DESCENT
15. APPROACH
16. LANDING
17. SHUT-DOWN
18. POSTFLIGHT
19. PERIODIC
20. SPEC. INSPECT'N
21. IRAN
22. MODIFICATION
23. OTHER
24. UNKNOWN

DISPOSITION
[1] USED AS IS
[2] ADJUSTED
[3] REPAIRED ON A/C
[4] REPAIRED LOCALLY
[5] NON REPAIRABLE
(●) REPLACED
[7] REPL'D, OLD PT. SCRAPPED
[8] REPL'D RET. TO DEPOT/MFR
[9] HELD FOR U.R. EXHIBIT
[0] OTHER

MAINTAINABILITY
(●) NO COMMENT
[1] INTERCHANGEABILITY Req's not met
ACCESSIBILITY
[2] GOOD
[3] FAIR
[4] POOR
[5] INACCESSIBLE
[6] FREQUENT TROUBLE
[7] NUISANCE ITEM
[8] CAN BE (INSTALLED
[9] FREQ. IS (WRONG

NO. FAILURES THIS RPT COVERS: 1

REPORT SUBMITTED FOR
[ ] RECORD/INFO
[ ] ROUTINE ACTION
(●) URGENT ACTION
[ ] SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
580824		92BW-59-135.	FSR-TWX 92-93T. (HOLT).

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

On starting attempt - F/A ~~starter~~ was inoperative. Found pins A, B and C of burner pressure switch shorted together. Failure caused a ground abort of a scheduled mission.

EXTRACTED DIRECTLY FROM UR

1. ACFT scheduled for 1730 take-off 1 headstart roman 2, mission. Unable to start no. 4 engine due to starter being inoperative. ACFT aborted.

2. Inspection of starter revealed that the burner pressure switch P/N 733B377P1 had shorted so that continuity was obtained between all pins in the cannon plug.

3. Defective starter replaced with a Hamilton Standard starter Stock No. 2995-633-4827. Defective starter will be repaired locally and returned to service as soon as necessary parts are received.

ROUTING
GFO
RDF
IBM

HH
SERVICE ANALYSIS FILE
RLS
5/5

(OFFICE) R.L. Simons. SIGNATURE 5/5/9 DATE

S-(K)F-UP 23437

SHT 1 OF 1



MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

F/A

M/N	SYSTEM		PART NO.	PART NAME	
K35A	STARTER	0407	130R2101-1-5	COMPRESSOR	640

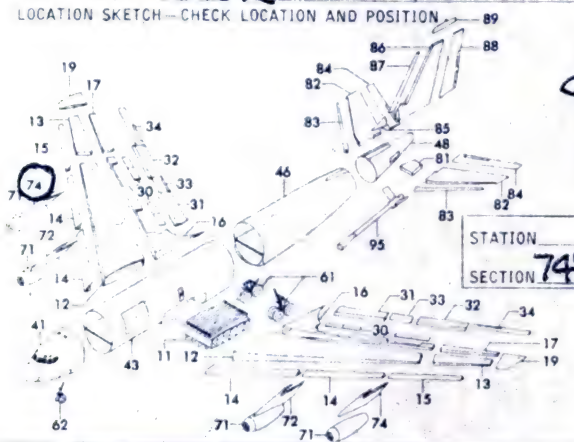
MANUFACTURER		BASE OR OPERATOR		A/C SERIAL	A/C HOURS	DATE FAILED
CORNELIUS	14650	CASTLE	C4	3601	350	MO. 3 DAY 19 YR. 9

MAN HOURS REQ. TO FIX AIRP (CHECK ONE): [0] 0 [1] ½ [2] 1 [3] 2½ [4] 5—10 [5] 10—20 [6] 20—50 [7] 50—100 [8] 100—250 [9] 250—500 [R] OVER 500 STATE NO. IN REMARKS — UNK

PART HOURS SINCE: ● NEW ○ OVERHAUL — 210

EFFECT OF MALFUNCTION (CHECK ONE): ● [N] NONE; [D] DELAY; [T] TURNBACK; LENGTH IN REMARKS; [V] FLIGHT DEVIATION; [C] CANCELED; [A] ACCIDENT; [I] INCIDENT; [E] ELECT ODOR OR SMOKE; [F] FIRE; [O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D; 2 L INB'D; 3 R INB'D; 4 R OUTB'D; 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FORE; 0 AFT

STATION SECTION 74 OR POSITION 4

HOW FAILED: SEIZED — 5285

WHY FAILED: UNKNOWN — 7000

MALFUNCTION OCCURED DURING: 10

MALFUNCTION FOUND DURING: 18

01. FABRICATION; 02. BENCH TEST; 03. INSTALLATION; 04. SYSTEM FUNCTIONAL; 05 GROUND OPERAT'N; 06 PREFLIGHT; 07. STARTING; 08. TAXI; 09. TAKEOFF; 10. FLIGHT; 11. CLIMB; 12. CRUISE; 13. AER/REF; 14. DESCENT; 15 APPROACH; 16. LANDING; 17 SHUT-DOWN; 18. POSTFLIGHT; 19. PERIODIC; 20. SPEC. INSPECT'N; 21. IRAN; 22. MODIFICATION; 23. OTHER; 24. UNKNOWN

DISPOSITION: [1] USED AS IS; [2] ADJUSTED; [3] REPAIRED ON A/C; [4] REPAIRED LOCALLY; [5] NON REPAIRABLE; ● REPLACED; [7] REPL'D. OLD PT. SCRAPPED; [8] REPL'D. RET. TO DEPOT/MFR.; [9] HELD FOR U.R. EXHIBIT; [0] OTHER

MAINTAINABILITY: ● NO COMMENT; [1] INTERCHANGEABILITY Req's not met; ACCESSIBILITY [2] GOOD [3] FAIR; [4] POOR; [5] INACCESSIBLE; [6] FREQUENT TROUBLE; [7] NUISANCE ITEM; [8] CAN BE UNINSTALLED; [9] FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS: 1

REPORT SUBMITTED FOR: ○ RECORD/INFO; ● ROUTINE ACTION; ○ URGENT ACTION; ○ SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
130-200346		CAFB 93BW-59-143.	FSR TWX OES-56T.

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

In flight - compressor circuit breakers popped and could not be reset. On postflight - found compressor seized.

EXTRACTED DIRECTLY FROM UR

1. During after flight inspection.

2. The compressor circuit breakers were found in the open position. The circuit breakers were reset but immediately tripped Further investigation revealed that compressor could not be rotated by applying pressure to the fan blades.

3. Cause undetermined, possibly seizure of cylinders.

4. Defective compressor replaced and difficulty corrected. Compressor being held for Cornelius representatives inspection and disposition instructions.

5. That a study and analysis be made on exhibit compressor under MIP project CC9-10011U1 to determine exact cause for failure and initiate corrective action as required.

ROUTING
- KGF(2)
- RDF
- IBM
- HH SERVICE ANALYSIS FILE

DI,S 1/2

(OFFICE) R.L. Simons. SIGNATURE — 4/2/9 DATE

S-F-UP 22225

SHT 1 OF 1

BAC 3590 Ⓟ

6-7000



MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

AIR Bottle

MODEL	SYSTEM		PART NO.	PART NAME	
K35A	ENG. START	0407	840891	VALVE	3400

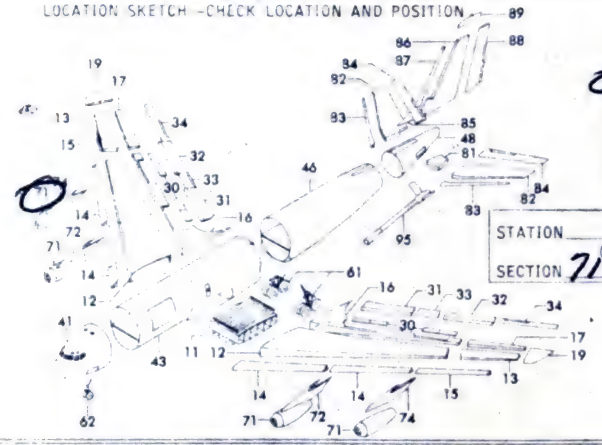
MANUFACTURER: KIDDE 83612 | BASE OR OPERATOR: CASTLE C4 | A/C SERIAL: -054 | A/C HOURS: 50 | DATE FAILED: 6 (MO) 18 (DAY) 9 (YR)

MAN HOURS REQ. TO FIX AIRP (CHECK ONE): [0] 0–½ [1] ½–1 [2] 1–2½ [3] 2½–5 [4] 5–10 [5] 10–20 [6] 20–50 [7] 50–100 [8] 100–250 [9] 250–500 [R] OVER 500 STATE NO. IN REMARKS — UNK

PART HOURS SINCE: (●) NEW ( ) OVERHAUL — 50

EFFECT OF MALFUNCTION (CHECK ONE): (●) [N] NONE; [D] DELAY; [T] TURNBACK (LENGTH IN REMARKS); [V] FLIGHT DEVIATION; [C] CANCELED; [A] ACCIDENT; [I] INCIDENT; [E] ELECT. ODOR OR SMOKE; [F] FIRE; [O] OTHER REASON IN REMARKS

LOCATION SKETCH – CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D; 2 L INB'D; 3 R INB'D; (●) 4 R OUTB'D; 5 LEFT; 6 RIGHT; 7 UPPER; 8 LOWER; 9 FORE; 0 AFT

STATION ____ OR SECTION 71 POSITION 4

HOW FAILED: 1155 — INOPERABLE

WHY FAILED: 7000 — UNK

MALFUNCTION OCCURED DURING: 24

MALFUNCTION FOUND DURING: 24

01. FABRICATION; 02. BENCH TEST; 03. INSTALLATION; 04. SYSTEM FUNCTIONAL; 05. GROUND OPERAT'N; 06. PREFLIGHT; 07. STARTING; 08. TAXI; 09. TAKEOFF; 10. FLIGHT; 11. CLIMB; 12. CRUISE; 13. AER/REF; 14. DESCENT; 15. APPROACH; 16. LANDING; 17. SHUT-DOWN; 18. POSTFLIGHT; 19. PERIODIC; 20. SPEC. INSPECT'N; 21. IRAN; 22. MODIFICATION; 23. OTHER; 24. UNKNOWN

DISPOSITION: [1] USED AS IS; [2] ADJUSTED; [3] REPAIRED ON A/C; [4] REPAIRED LOCALLY; [5] NON REPAIRABLE; (●) [6] REPLACED; [7] REPL'D. OLD PT. SCRAPPED; [8] REPL'D. RET. TO DEPOT/MFR.; [9] HELD FOR U/R EXHIBIT; [0] OTHER

MAINTAINABILITY: (●) [N] NO COMMENT; [1] INTERCHANGEABILITY Req's not met; ACCESSIBILITY: [2] GOOD; [3] FAIR; [4] POOR; [5] INACCESSIBLE; [6] FREQUENT TROUBLE; [7] NUISANCE ITEM; [8] CAN BE INSTALLED; [9] FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS: 1

REPORT SUBMITTED FOR: ( ) RECORD/INFO; ( ) ROUTINE ACTION; (●) URGENT ACTION; ( ) SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
986		93BW-59-283	FSR TWX-OES-111T

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

DURING ATTEMPTED START ON No. 4 ENG. UNABLE TO TO OBTAIN AIR TO FUEL AIR STARTER. SUSPECT INTERNAL FAILURE OF VALVE ASSY. PREVENTING FLOW OF AIR FROM STORAGE BOTTLE TO STARTER ASSY.

EXTRACTED DIRECTLY FROM UR

1 Attempting to start no. 4 engine in preparation for routine training mission.

2. Unable to obtain air to fuel air starter.

3. Valve assembly replaced and operationally checked satisfactorily.

ROUTING
SFO
RDF
IBM
HH
SERVICE ANALYSIS FILE

RCS 6/24

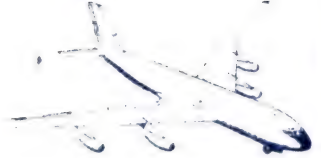
D. H. Wilson
SIGNATURE

DATE 6/23/9 SHT 1 OF 1

S-AF-UP 19191

BAC 3590 (P)

6-7000



MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL	SYSTEM		PART NO.		PART NAME	
K35A	ENG. STARTER	0407	5-41091	(-22)	F/A STARTER	2883

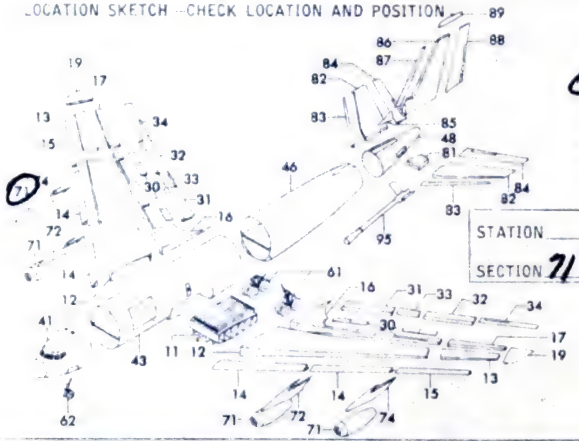
MANUFACTURER	BASE OR OPERATOR		A/C SERIAL	A C HOURS	DATE FAILED (MO. DAY YR.)
HAM STD 73030	CARSWELL	C3	1438	UNK	6 5 9

MAN HOURS REQ TO FIX AIRP (CHECK ONE): [0] 0 [1] 1 [2] 1-2½ [3] 2½-5 [4] 5-10 [5] 10-20 [6] 20-50 [7] 50-100 [8] 100-250 [9] 250-500 [R] OVER 500 — STATE NO. IN REMARKS: UNK

PART HOURS SINCE: (●) NEW ( ) OVERHAUL: 150

EFFECT OF MALFUNCTION (CHECK ONE): (●) NONE [D] DELAY [T] TURNBACK | LENGTH IN REMARKS | [V] FLIGHT DEVIATION [C] CANCELED [A] ACCIDENT [I] INCIDENT | [E] ELECT ODOR OR SMOKE [F] FIRE [O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D, 2 L INB'D, 3 R INB'D, (4) R OUTB'D, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, 0 AFT

STATION ____ OR SECTION 71 POSITION 4

HOW FAILED: 4125 — IMPROPER REG.

WHY FAILED: 1477 — OPEN CIRCUIT

MALFUNCTION OCCURED DURING: 06

MALFUNCTION FOUND DURING: 06

01. FABRICATION, 02. BENCH TEST, 03. INSTALLATION, 04. SYSTEM FUNCTIONAL, 05. GROUND OPERAT'N, 06. PREFLIGHT, 07. STARTING, 08. TAXI, 09. TAKEOFF, 10. FLIGHT, 11. CLIMB, 12. CRUISE, 13. AER/REF, 14. DESCENT, 15. APPROACH, 16. LANDING, 17. SHUT-DOWN, 18. POSTFLIGHT, 19. PERIODIC, 20. SPEC. INSPECT'N, 21. IRAN, 22. MODIFICATION, 23. OTHER, 24. UNKNOWN

DISPOSITION: [1] USED AS IS, [2] ADJUSTED, [3] REPAIRED ON A/C, [4] REPAIRED LOCALLY, [5] NON REPAIRABLE, (●) REPLACED, [7] REPL'D. OLD PT. SCRAPPED, [8] REPL'D. RET. TO DEPOT/MFR, [9] HELD FOR U/R EXHIBIT, [0] OTHER

MAINTAINABILITY: (●) NO COMMENT; INTERCHANGEABILITY Req'ts not met: [4] POOR, [5] INACCESSIBLE, [6] FREQUENT TROUBLE, [7] NUISANCE ITEM, [8] CAN BE INSTALLED, [9] FREQ. IS WRONG; ACCESSIBILITY [2] GOOD, [3] FAIR

NO FAILURES THIS RPT COVERS: 1

REPORT SUBMITTED FOR: ( ) RECORD/INFO, ( ) ROUTINE ACTION, (●) URGENT ACTION, ( ) SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
8306		7 BW - 59 - 209	

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

DURING PREFLIGHT ATTEMPTED START, STARTER WOULD CUT-OUT AT 8%. FURTHER INSPECTION REVEALED CONTROL UNIT P/N 16800-14 HAD AN INTERNAL OPEN SECONDARY CIRCUIT.

EXTRACTED DIRECTLY FROM UR

1. System operated normally on last flight On the next preflight a start was attempted on No. 4 engine and engine failed to start.

2. Further inspection revealed starter would cut out at 8 per cent.

3. Defective starter was removed and replaced with a serviceable starter cannibalized from KC-135, ACFT 57-1444, subject aircraft starter operated satisfactory.

ROUTING

- DFC
- RDF
- ~~USBM~~ SRS
- MOH
- IBM
- SERVICE ANALYSIS FILE — HH

RLS 6/18

(OFFICE)

D. H. Wilson
SIGNATURE

DATE 6/18/59

S-AF-UP 19217

SHT 1 OF 1



BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

MODEL	SYSTEM		PART NO.	PART NAME
K35A	STARTER	0407	350520	PNEU STARTER 2885

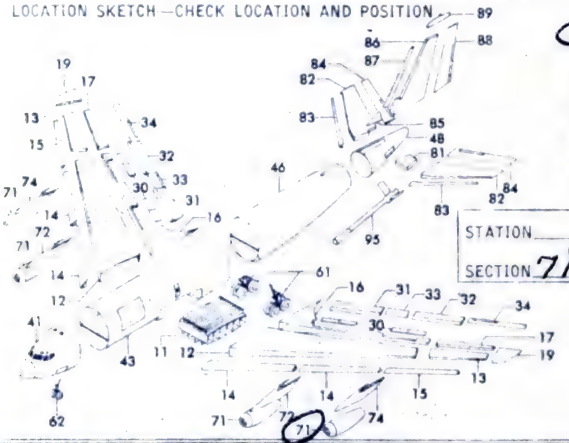
MANUFACTURER	BASE OR OPERATOR	A/C SERIAL	A/C HOURS	DATE FAILED (MO. / DAY / YR.)
AIRESEARCH 70210	LORING 61	3593	UNKN	0 / 11 / 8

MAN HOURS REQ. TO FIX AIRP (CHECK ONE): [0] 0 [1] ½ [2] 1 [3] 2½ [4] 5–10 [5] 10–20 [6] 20–50 [7] 50–100 [8] 100–250 [9] 250–500 [R] OVER 500 STATE NO. IN REMARKS — **U**

PART HOURS SINCE: [■] NEW [ ] OVERHAUL — **342**

EFFECT OF MALFUNCTION (CHECK ONE): [■] NONE [D] DELAY [T] TURNBACK (LENGTH IN REMARKS) [V] FLIGHT DEVIATION [C] CANCELED [A] ACCIDENT [I] INCIDENT [E] ELECT. ODOR OR SMOKE [F] FIRE [O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: [1] L OUTB'D [2] L INB'D [3] R INB'D [4] R OUTB'D [5] LEFT [6] RIGHT [7] UPPER [8] LOWER [9] FORE [0] AFT — **1**

STATION SECTION **71** OR POSITION **1**

HOW FAILED **4155** — INOPERATIVE

WHY FAILED **8** — UNKNOWN

MALFUNCTION OCCURED DURING **07**

MALFUNCTION FOUND DURING **07**

01. FABRICATION, 02. BENCH TEST, 03. INSTALLATION, 04. SYSTEM FUNCTIONAL, 05. GROUND OPERAT'N, 06. PREFLIGHT, 07. STARTING, 08. TAXI, 09. TAKEOFF, 10. FLIGHT, 11. CLIMB, 12. CRUISE, 13. AER/REF, 14. DESCENT, 15. APPROACH, 16. LANDING, 17. SHUT-DOWN, 18. POSTFLIGHT, 19. PERIODIC, 20. SPEC. INSPECT'N, 21. IRAN, 22. MODIFICATION, 23. OTHER, 24. UNKNOWN

DISPOSITION: [1] USED AS IS [2] ADJUSTED [3] REPAIRED ON A/C [4] REPAIRED LOCALLY [5] NON REPAIRABLE [■] REPLACED [7] REPL'D. OLD PT. SCRAPPED [8] REPL'D. RET. TO DEPOT/MFR. [9] HELD FOR U.R. EXHIBIT [0] OTHER

MAINTAINABILITY: [■] NO COMMENT [1] INTERCHANGEABILITY Req's not met [2] GOOD ACCESSIBILITY [3] FAIR [4] POOR [5] INACCESSIBLE [6] FREQUENT TROUBLE [7] NUISANCE ITEM [8] CAN BE (INSTALLED [9] FREQ. IS (WRONG

NO FAILURES THIS RPT. COVERS: 1

REPORT SUBMITTED FOR: [ ] RECORD/INFO [■] ROUTINE ACTION [ ] URGENT ACTION [ ] SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO. / FIG. NO. / INDEX NO.	CUSTOMER UR NO.	OTHER REF.
57P-4588	-10 / 4-18 / 1	42BW-58-1634	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

ROUTING
GF (2)
DEP
CRJ
RWR
RT
RDF
WEM DRC
LH
IBM
HH
SERVICE ANALYSIS FILE

RLS 12/11

On starting - #1 engine starter failed to rotate.

Cause - unknown; U.R. suspects failure of centrifugal switch.

EXTRACTED DIRECTLY FROM UR

1. Normal starting of no. 1 engine.
2. No. 1 engine failed to rotate.
3. Suspected centrifugal switches are not operating.
4. Removed and replaced with like serviceable item. Defective item turned into supply for disposition and repair.
5. Recommend manufacturer be advised of this condition and corrective action be taken as necessary.

(OFFICE) SIGNATURE KO Hengler DATE 12/10/8 S-AFUP 24415 SHT 1 OF 1



MA

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
FAILURE OR UNSATISFACTORY REPORT

AIR BOTTLE

CL	SYSTEM	PART NO.	PART NAME
K35A	STARTER - 0407	840891	VALVE 3400

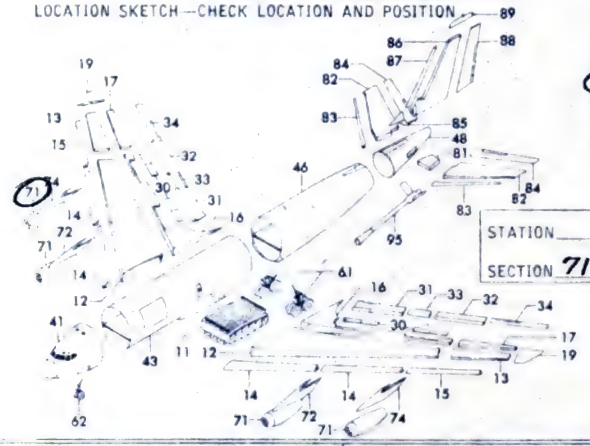
MANUFACTURER	BASE OR OPERATOR	A/C SERIAL	A C HOURS	DATE FAILED (MO. DAY YR.)
W KIDDE 33525	LORING 61	3622	UNKN	0 16 8

MAN HOURS REQ TO FIX AIRP (CHECK ONE): [0] 0 [1] ½ [2] 1 [3] 1½–2½ [4] 2½–5 [5] 5–10 [6] 10–20 [7] 20–50 [8] 50–100 [9] 100–250 [R] 250–500 [S] OVER 500 STATE NO. IN REMARKS — U

PART HOURS SINCE: [■] NEW [ ] OVERHAUL — 194

EFFECT OF MALFUNCTION (CHECK ONE): [■] NONE [D] DELAY [T] TURNBACK | LENGTH IN REMARKS | [V] FLIGHT DEVIATION [C] CANCELLED [A] ACCIDENT [I] INCIDENT | [E] ELECT. ODOR OR SMOKE [F] FIRE [O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D, 2 L INB'D, 3 R INB'D, 4 R OUTB'D, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, 0 AFT

STATION ___ OR SECTION 71 POSITION 4

HOW FAILED 5390: AIR LEAKAGE

WHY FAILED 8: UNKNOWN

MALFUNCTION OCCURED DURING 24

MALFUNCTION FOUND DURING 06

01. FABRICATION, 02. BENCH TEST, 03. INSTALLATION, 04. SYSTEM FUNCTIONAL, 05. GROUND OPERAT'N, 06. PREFLIGHT, 07. STARTING, 08. TAXI, 09. TAKEOFF, 10. FLIGHT, 11. CLIMB, 12. CRUISE, 13. AER/REF, 14. DESCENT, 15. APPROACH, 16. LANDING, 17. SHUT-DOWN, 18. POSTFLIGHT, 19. PERIODIC, 20. SPEC. INSPECT'N, 21. IRAN, 22. MODIFICATION, 23. OTHER, 24. UNKNOWN

DISPOSITION: [1] USED AS IS, [2] ADJUSTED, [3] REPAIRED ON A/C, [4] REPAIRED LOCALLY, [5] NON REPAIRABLE, [■] REPLACED, [7] REPL'D, OLD PT. SCRAPPED, [8] REPL'D RET. TO DEPOT/MFR., [9] HELD FOR U.R. EXHIBIT, [0] OTHER

MAINTAINABILITY: [■] NO COMMENT [1] INTERCHANGEABILITY Req's not met [2] GOOD ACCESSIBILITY [3] FAIR [4] POOR [5] INACCESSIBLE [6] FREQUENT TROUBLE [7] NUISANCE ITEM [8] CAN BE UNINSTALLED [9] FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS 1

REPORT SUBMITTED FOR: [ ] RECORD/INFO [■] ROUTINE ACTION [ ] URGENT ACTION [ ] SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO.	CUSTOMER UR NO.	OTHER REF.
	REF. CAT. NO. -10 FIG. NO. 4-22 INDEX NO. 25	LAFB 42BW-58-1779	

REMARKS: Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

On preflight - air bottle valve assembly was found to be leaking air.

Cause - unknown

EXTRACTED DIRECTLY FROM UR

1. Routine preflight.
2. Air bottle would not hold air.
3. Valve assy. Part #1650-511-5286 was found to be leaking air.
4. Removed and replaced with serviceable item. Defective item turned into supply for disposition.
5. Manufacturer be advised of this condition and necessary action be taken.

ROUTING

RGF(3)
PEP
CRJ
RWR
RT
RDF
WEM BR
DMS
IBM
HH
SERVICE ANALYSIS FILE
RLS 1/9

(OFFICE)

SIGNATURE KO Hengler DATE 1/9/9

S-AF-UP 24534

SHT 1 OF 1

BAC 3590 (P)

6-7000



BOEING AIRPLANE COMPANY
TRANSPORT DIVISION

FAILURE OR UNSATISFACTORY REPORT

AIR BOTTLE

MODEL	SYSTEM		PART NO.	PART NAME	
K35A	STARTER	0407	840891	VALVE	3400

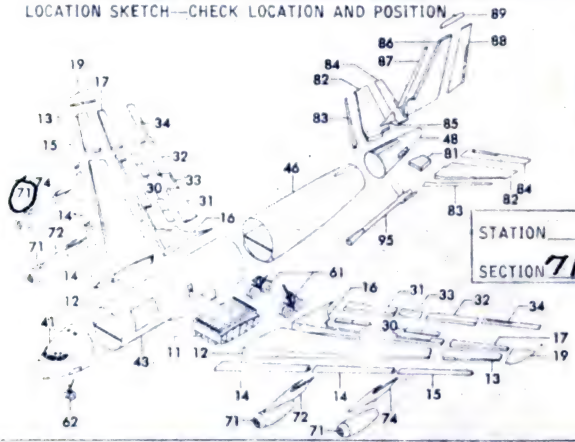
MANUFACTURER		BASE OR OPERATOR		A/C SERIAL	A/C HOURS	DATE FAILED
W KIDDE	33525	LORING	61	3595	UNKN	N 7 8 (MO. DAY YR.)

MAN HOURS REQ. TO FIX AIRP (CHECK ONE): [0] 0—½ [1] ½—1 [2] 1—2½ [3] 2½—5 [4] 5—10 [5] 10—20 [6] 20—50 [7] 50—100 [8] 100—250 [9] 250—500 [R] OVER 500 STATE NO. IN REMARKS — 4

PART HOURS SINCE: (●) NEW ( ) OVERHAUL — UNKN

EFFECT OF MALFUNCTION (CHECK ONE): (●) NONE [D] DELAY [T] TURNBACK | LENGTH IN REMARKS | [V] FLIGHT DEVIATION [C] CANCELED [A] ACCIDENT [I] INCIDENT | [E] ELECT ODOR OR SMOKE [F] FIRE [O] OTHER REASON IN REMARKS

LOCATION SKETCH—CHECK LOCATION AND POSITION



POSITION: 1 L OUTB'D, 2 L INB'D, 3 R INB'D, (4) R OUTB'D, 5 LEFT, 6 RIGHT, 7 UPPER, 8 LOWER, 9 FORE, 0 AFT

STATION ____ SECTION 71 OR POSITION 4

HOW FAILED: 4155 — INOPERATIVE

WHY FAILED: 8 — UNKNOWN

MALFUNCTION OCCURED DURING: 19

MALFUNCTION FOUND DURING: 19

01. FABRICATION, 02. BENCH TEST, 03. INSTALLATION, 04. SYSTEM FUNCTIONAL, 05. GROUND OPERATN, 06. PREFLIGHT, 07. STARTING, 08. TAXI, 09. TAKEOFF, 10. FLIGHT, 11. CLIMB, 12. CRUISE, 13. AER/REF, 14. DESCENT, 15. APPROACH, 16. LANDING, 17. SHUT-DOWN, 18. POSTFLIGHT, 19. PERIODIC, 20. SPEC. INSPECT'N, 21. IRAN, 22. MODIFICATION, 23. OTHER, 24. UNKNOWN

DISPOSITION: [1] USED AS IS, [2] ADJUSTED, [3] REPAIRED ON A/C, [4] REPAIRED LOCALLY, [5] NON REPAIRABLE, [6] REPLACED, [7] REPL'D OLD PT. SCRAPPED, [8] REPL'D RET. TO DEPOT/MFR., (●) HELD FOR U/R EXHIBIT, [0] OTHER

MAINTAINABILITY: (●) NO COMMENT, [1] INTERCHANGEABILITY R-q's not met, [2] ACCESSIBILITY GOOD, [3] FAIR, [4] POOR, [5] INACCESSIBLE, [6] FREQUENT TROUBLE, [7] NUISANCE ITEM, [8] CAN BE INSTALLED, [9] FREQ. IS WRONG

NO FAILURES THIS RPT. COVERS: 1

REPORT SUBMITTED FOR: ( ) RECORD/INFO (●) ROUTINE ACTION ( ) URGENT ACTION ( ) SAFETY OF FLIGHT

PART SERIAL NUMBER	REF. CAT. NO.	CUSTOMER UR NO.	OTHER REF.
	REF. CAT. NO. —10 FIG. NO. 4-22 INDEX NO. 25	LAFB 42BW-58-2259	

REMARKS. Include background, symptoms, corrective action, recommendations, or sketch; length of delay or turnback.

During 2nd periodic — the air bottle valve failed to relieve excessive pressures and also failed to allow air to pass from the bottle to the starter.

EXTRACTED DIRECTLY FROM UR
****

1. Aircraft was undergoing second periodic when failure occurred.
2. Valve would allow too much pressure to enter the bottle.
3. Check valve failed to allow air from bottle to the starter.
4. Removed and replaced with like serviceable item. Item being held for UR Exhibit.
5. Recommend a tear down and study to determine cause of malfunction.

ROUTING: ~~AGF~~ (2) DEP CRJ RWR RT RDF ~~WEIL~~ DRC LH IBM HH — SERVICE ANALYSIS FILE

RLS 4/12

(OFFICE)

SIGNATURE KO Henzler DATE 12/12/8

S-(F)UP 24425 SHT 1 OF 1

BAC 3590 (P)

6-7000

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

NS

BAC FILE 0407

TO: ENGINEERING SERVICE DEPARTMENT

SEATTLE [X] WICHITA [ ]

1st REPORT.

SUBJECT: OES Report to General Ryan dated February 27, 1959 CARTRIDGE STARTERS.

CLASSIFIED [ ] UNCLASSIFIED [X]

ROUTING:

ORIGINAL

OFFICE BASE FILE

CC

SERVICE DEPT. SUBJECT FILE

On the above date the OES reported to Major General John P. Ryan, Director of Material, SAC Headquarters on the Airesearch and Sunstrand cartridge starters. Highlights of this report are the following:

On February 24, 1959 representatives of Airesearch and Sunstrand arrived at Castle to demonstrate their cartridge starters. A B-52F power pack without the alternator drive and a KC-135 # 4 position power pack without the fuel-air starter and air bottle were selected for the evaluation of the starter compatibility on built-up engines. Both starters fit easily in the # 4 engine of the KC-135. However, neither starter will fit within the available envelope of the B-52F power pack without changing the existing location of the water injection pump supply line, motor operated drain valve, # 15 fire detector and right air exit duct support for the oil cooler. The Airesearch starter also will require changes to the air exit duct of the oil cooler. The Sunstrand unit can be mounted if the above mentioned items are relocated and if the starter exhaust shroud is recountered. The Sunstrand representatives stated that reshaping of the exhaust shroud of the starter imposes no problem. At this point little consideration has been given to the starter exhaust and low pressure air inlet port locations. This will be further investigated.

On February 25, 1959 functional demonstration of both starters were made on a bare -43W engine. Two cartridge starts and two pneumatic starts from the MA-1 air cart were made with the Airesearch unit. Engine idle rpm was obtained within an average 30 seconds on the cartridge starts and an average of 55 seconds on the pneumatic starts. The Airesearch starter cannot be started through the aircraft pneumatic system in its present configuration because the pneumatic inlet port also functions as the exhaust port when the starter is operated with a cartridge.

Two cartridge starts were attempted and two air starts were made on the Sunstrand unit. Engine idle rpm was obtained at 30 seconds utilizing the cartridge and at an average of 43 seconds on the pneumatic starts. The first attempt to start the engine with the cartridge was aborted due to an external fire at the breach-to-nozzle transfer tube. This was attributed to an oil saturated heat shield on the transfer tube; however, this was associated with special instrumentation and was not a result of a starter malfunction. The second try using the cartridge was partially successful in that engine idle rpm was obtained in 30 seconds, immediately followed by flames emitting from the starter fan intake. The Sunstrand representatives stated

NAME Paul Ribanyi REPORT NO. CAFB-OES-635F DATE February 27,1959

STATION Castle AFB LOCATION Merced, California

SUBJECT OES Report to General Ryan dated February 27, 1959 MODEL -

REFERENCES None ENCLOSURES

BAC 1264-R2

FSR FSR FSR FSR FSR FSR FSR

2-7000

that this condition was attributed to the combination of excessive clearances between the starter turbine wheel and flow separator and afterburning of the cartridge and could be easily rectified.

The OES has requested authorization to install and fly the Airesearch and Sunstrand cartridge starters on two KC-135 aircraft assigned to this base. Both starters will be capable of operating with the cartridge or through a quick disconnect directly to an air cart. To accelerate the testing no attempt will be made to connect the starters to the pneumatic manifold. No aircraft will be flown until installation approval is obtained from WADC and Boeing has coordinated on the installation.

The Airesearch cartridge starter appears airworthy and is being qualified by WADC. In addition this unit is installed on the F-105 aircraft and is a production item. The Sunstrand unit is still in the prototype stage, therefore, qualification by WADC has not been initiated.

Paul Ribanyi

Paul Ribanyi

1. Cleaning.
2. Drying.
3. Hardening.
4. Shaping.
5. Hardening.
6. Drying.
7. Spraying (BR).
8. Plating.
9. Polishing.
10. Lacquer spray.
11. Mounting.
12.

19

U.S. AIR FORCE
BOEING SEATTLE, WASH

JAN 10 9 25 PM '61

NNNNZCZCDMA278DMA701ZCBQA167

RR RJWZDMB

DE RBEGUP 010

ZNR

R 101500Z

FM AF ENGR SUPPORT OFF BUWEPSREP EAST HARTFORD CONN

TO RJESBH/4228SW COLUMBUS AFB MISS

RJWFNK/OCAMA TINKER AFB OKLA

INFO RJWFNH/SAAMA KELLY AFB TEX

RJWXBRB/SAC OFFUTT AFB NEBR

RJWZDMB/AFPR BOEING SEATTLE WASH

RJEDSQ/AMC WPAFB OHIO

RJWZNF/OTIG NORTON AFB CALIF

RJEBKF/2AF BARKSDALE AFB LA

RJEXDHB/8AF WESTOVER AFB MASS

RJWBKN/15 AF MARCH AFB CALIF

NAVY GRNC

BT

UNCLAS SANTSK-174446 FOR 4228SW/D/M/ME/DCM,OCAMA/OCMQ. INFO SANTSA, SANTRE, SANEP, SANSIA, SAC/DM4B, AFPR/OORSTE, AMC/MCMT, OTIG/AFCD1-3-2, OCAMA/OCNSP, AFS/DM4A SUBJECT: TDR 61-2002 EUR 4228SW 61-1 DTD 7 JAN 61. THIS MESSAGE IN THREE PARTS. PART ONE FOR 4228SW. SUBJECT UR HAS BEEN DOWNGRADED AND ASSIGNED TDR 61-2002. REQUEST ENGINE J57-59W S/N P631481 REMOVED FROM KC135 S/N 58-713 BE FORWARDED OCAMA FOR PRIORITY II TDR. SAAMA SHIPPING ORDER OD 2050-2840-61-0009-7040 IS ASSIGNED. ADVISE AF ENGINEERING SUPPORT OFFICE, SANTSK, PRATT & WHITNEY AIRCRAFT, EAST HARTFORD, CONN; SAAMA, ATTN: SANTSA, SANTRE; AND OCAMA ATTN:

File
AEH
Emp
ENG

DISTRIBUTION
FAD
ICAB
D.DM
HFE
LE MORTLOCK
WBD

JAN 17 2 12 PM '61
RECEIVED
TRANSPORT DIV.
ENGINEERING DEPT.

366

ATE, MODE OF TRANSPORT AND GBL NR COVERING SHIPMENT. PART II FOR

PAGE TWO RBEGUP 010

OCAMA. REQUEST PRIORITY II TDR BE ACCOMPLISHED ON J57-59W S/N P631481 ENGINE. ENGINE IS EXHIBIT ON UR 4228SW 61-1 ASSIGNED TDR 61-2002. REQUEST TDR BE PERFORMED TO DETERMINE CAUSE OF FAILURE. AT 3000 FT FELT SLIGHT INDICATION OF OIL FUMES IN CABIN BUT QUICKLY DISSIPATED. AT 10,000 FT NR. 1 ENGINE OIL PRESSURE DROPPED TO 10 PSI AND LOSS OF POWER EXPERIENCED. ENGINE SHUT DOWN AND MISSION ABORTED. GROUND INSPECTION REVEALED PIECE OF OPAH FRONT COVER (Oil Pumps & Accessory Housing) BETWEEN TACH GEN PAD AND STARTER PAD MISSING. N1 AND N2 COMPRESSORS SEIZED. BEARINGS IN OPAH AND ENGINE FAILED FOR LACK OF LUBRICATION. NO INTERNAL FAILURE OR CONTACT OF PARTS WITH OPAH COVER. PROJECT NR TDR-NTSK-61-2002 HAS BEEN ASSIGNED AND SHOULD BE ENTERED IN THE UPPER RIGHT HAND PORTION OF AMC FORM 399. FORWARD THREE COPIES OF COMPLETED FORM TO AF ENGINEERING SUPPORT OFFICE, SANTSK, PRATT & WHITNEY AIRCRAFT, EAST HARTFORD, CONN., WITH MASTER COPY OF 399 TO SAAMA, ATTN: SANSIA. PART III FOR SANTRE. THIS ADVISES USE OF SHIPPING ORDER NR PD-2050-2840-61-0009-7040 ON TDR PROJECT NTSK-61-2002 ABOVE.

BT

10/1500Z JAN RBEGUP

[redacted]

JAN 23 1961

Info
4B0

RECEIVED
TRANSPORT MIS
JAN 20 10 23 AM '61
CONTRACT ADM

To: Boeing Airplane Co. 19
From: Air Plant Rep.
Action
Reply
Info.
Sent by CSQ-1
Date 1-19-61
Suspense Date

NNNNC ZCXGA212ZCWWD545

RR RJWFKG

DE RJWFNK 173A

R M 1120102 ZEX

~~FM HQ OCAMA TINKER AFB OKLA~~

TO RJESBA/MOAMA BROOKLEY AFB ALA

INFO RJESBH/4228STRATWG COLUMBUS AFB MISS

RJWFKG/AFPR BOEING AIRPLANE CO WICHITA KANS

RJWFNW/SAAMA KELLY AFB TEX

RJWZNE/OTIG NORTON AFB CALIF

RJWZGP/92BOMBWG FAIRCHILD AFB WASH

RJEZFH/45AD LORING AFB ME

RJWFAP/821 AD ELLSWORTH AFB SDAK

RJESSL/4136STRATWG TURNER AFB GA

BT

File
MCH
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RCS

DUPL

RECEIVED
JAN 11 15 42 GMT 20 4 14 PM
AIR FORCE
HEADQUARTERS
DEPT

UNCLAS OCNSIE-5645 FOR MONSI MOAMA AFCD1-3-2 OTIG SANRT SAAMA DM4A 2AF DCMQC 4228STRATWG. THE FOLLOWING COMMODITY PROBLEM EUR FM 4228SW COLUMBUS AFB MISS IS RETRANSMITTED FOR YOUR ACTION AND DIRECT REPLY TO SUBMITTING ACTIVITY WITH INFO CY OF REPLY TO OCAMA /OCNSIE/. QUOTE UNCLAS DCMQC 352. IMMEDIATE ACTION FOR AFPR AND SAC/DM4. INFO FOR OCAMA /OCNSI OTIG/AFCD1-3-2 SAAMA/4

1-/45

2AF/DM4A ALL AF EV ADIV US AND PCI CONTACT B-52 BASES. SUBJECT EMERGENCY & SPECIAL HANDLING REQUIRED INV TO 00-35D-54 A. 4228SW 60-105 B. AIR START CONTROL VALVE CLASS 2395 C. 105492-1-5 S/N 37P-4705 D. AIRSEARCH S. KC-135A-58-0106 - J57-P59W - S/N

EDIT
(70411)
FILE
NO
(0407

P-628801 - 902:00. F. DURING NORMAL START PROCEDURE NUMBER 1 ENGINE FAILED TO INDICATE ROTATION. G. AIR START CONTROL VALVE FAILED TO OPEN WHEN START SWITCH WAS PLACED IN GROUND START POSITION. ELECTRICAL CONTINUITY AND OPERATION OF CONTROL VALVE SOLEOID CHECKED SATISFACTORY. CAUSE OF FAILURE SUSPECTED TO BE BINDING OF CONTROL VALVE BUTTERFLY VALVE. H. REMOVED AND REPLACED WITH LIKE SERVICEABLE ITEM I. 4 J. 2 - ONE NOT REPAIRABLE DUE TO FAULTY SOLENOID. ONE NOT REPAIRABLE DUE TO BINDING BUTTERFLY VALVE. K. APPROXIMATELY 90 PERCENT OF THE ENGINE START PROBLEMS AT THIS ACTIVITY ARE CAUSED BY FAILURE OF THE AIRSTART CONTROL VALVE TO OPEN. FAILURE OF THIS VALVE SERIOUSLY AFFECTS MISSION CAPABILITY. IT IS BELIEVED A MAJOR CAUSE OF CONTROL VALVE MALFUNCTION IS BINDING OF THE BUTTERFLY VALVE IN THE CLOSED POSITION. WHEN BINDING OCCURS THE REGULATOR AIR PRESSURE IS INSUFFICIENT TO BREAK THE BUTTERFLY VALVE LOOSE. IT IS RECOMMENDED FAILED CONTROL VALVES FM OTHER ACTIVITIES BE RETURNED TO MANUFACTURER AND A COMPLETE INVESTIGATION BE CONDUCTED AND CORRECTIVE ACTION TAKEN. L. 902:00 NEW M. HELD FOR DISPOSITION INSTRUCTION. N. ROBERT L LEWIS CAPT 4228 STRAT WING DUTY PHONE GE4-7646. NON-DUTY GE4-6228. UNQUOTE. ET

11/2023Z JAN RJWFNK

DETERMINED, 1 - CONTACT CONNECTIONS DEFECTIVE, 2 - OVERSPEED, 2 - FAULTY PARTS, PERIOD 1 SEP 1960 THRU 28 FEB 1961.

H 9 - BEFORE FLIGHT, 2 - INFLIGHT NO-ABORT, 44 - BETWEEN FLIGHTS, 1 - PREFLIGHT INSPECTION, 1 - HOURLY POSTFLIGHT INSPECTION. PERIOD 1 SEP 1960 THRU 28 FEB 1961.

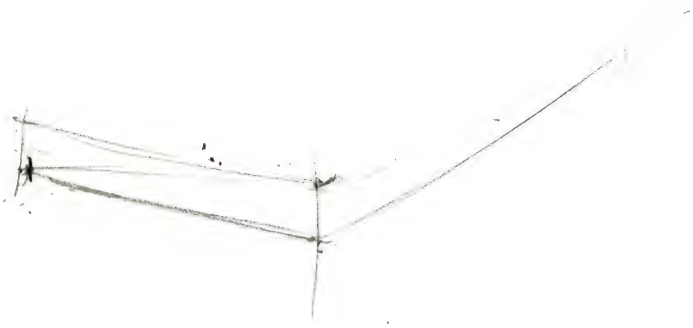
I 50 - REMOVED AND REPLACED, 1 - REMOVED REPAIRED AND REINSTALLED, 1 - REPAIR OF ATTACHING PARTS, 3 - ADJUST, 2 - REMOVED. PERIOD 1 SEP 1960 THRU 28 FEB 1961

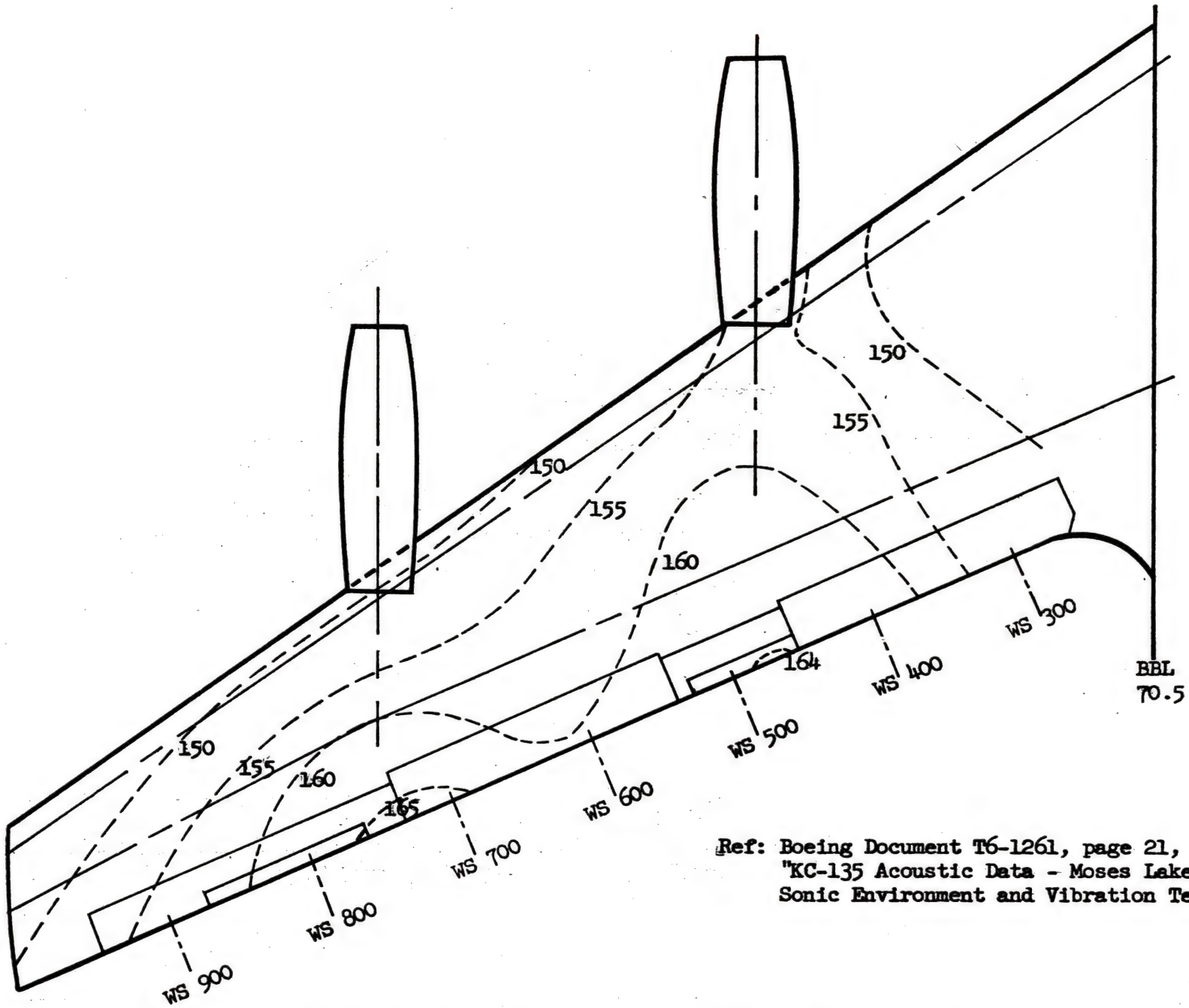
J 57

K 482.2 MANHOURS

L INVESTIGATION REVEALED THE FOLLOWING TYPE MALFUNCTIONS RESULTED IN FAILURE OF FUEL AIR STARTERS P/N 7TNAS18-N05 MANUFACTURED BY GENERAL ELECTRIC CO: 1. CUT-OUT CENTRIFUGAL SWITCH OPENS CIRCUIT BEFORE ENGINE HAS ATTAINED ENOUGH RPM TO SUSTAIN ~~COMBUSTION.~~ ACCELERATION 2. FUEL INJECTION IS RESTRICTED BY CARBON BUILD-UP AROUND THE INJECTION NOZZLE. 3. FUEL LEAKS DEVELOPING AROUND THE FUEL INJECTION NOZZLE. THE FOLLOWING TYPE MALFUNCTIONS RESULTED IN FAILURE OF FUEL AIR STARTERS P/N HS541091 MANUFACTURED BY HAMILTON STANDARD:

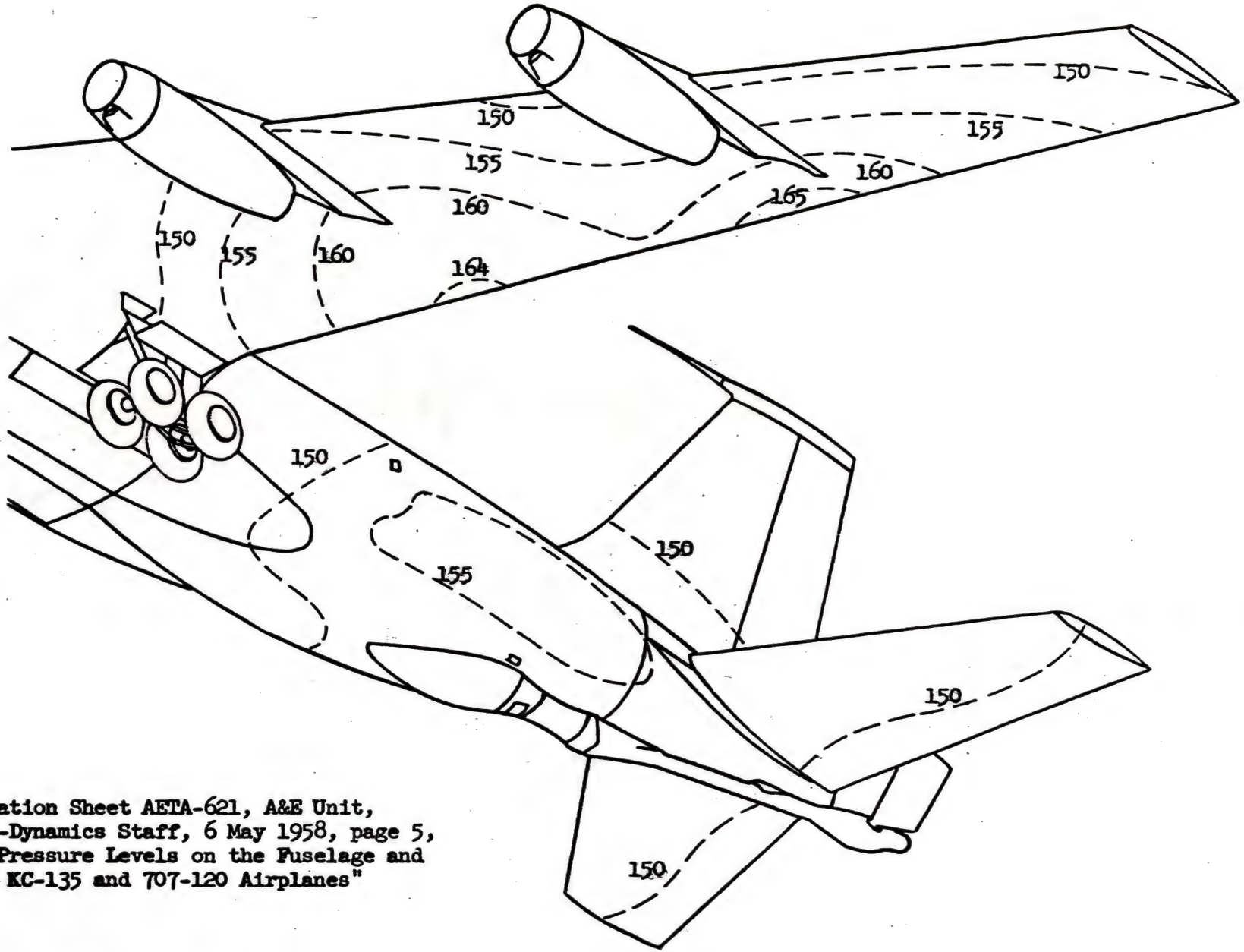
(1) NORMAL CUT-OUT CENTRIFUGAL SWITCH OPENS BEFORE ENGINE HAS ATTAINED ENOUGH RPM TO SUSTAIN COMBUSTION (2) NORMAL CUT-OUT CENTRIFUGAL SWITCH FAILS TO OPEN AND OVERSPEED SWITCH ACTUATES TO STOP STARTER. THE OVERSPEED SWITCH MUST BE RESET MANUALLY AND REQUIRES REMOVAL AND REPLACEMENT OF STARTER (3) CLUTCH FAILS TO MAKE A POSITIVE ENGAGEMENT AND SLIPS UNDER TORQUE. INVESTIGATION REVEALED DEFECTIVE STARTERS ARE ROUTED FOR BENCH CHECK. DURING





Ref: Boeing Document T6-1261, page 21,
"KC-135 Acoustic Data - Moses Lake
Sonic Environment and Vibration Test"

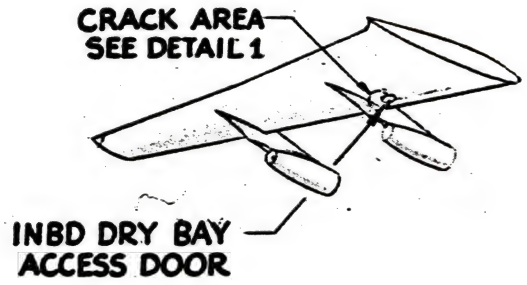
FIGURE 8 - SOUND PRESSURE LEVEL CONTOUR MAP OF KC-135 LOWER WING SURFACE
(OVER-ALL FREQUENCY BAND AT FULL WET POWER)



Ref:

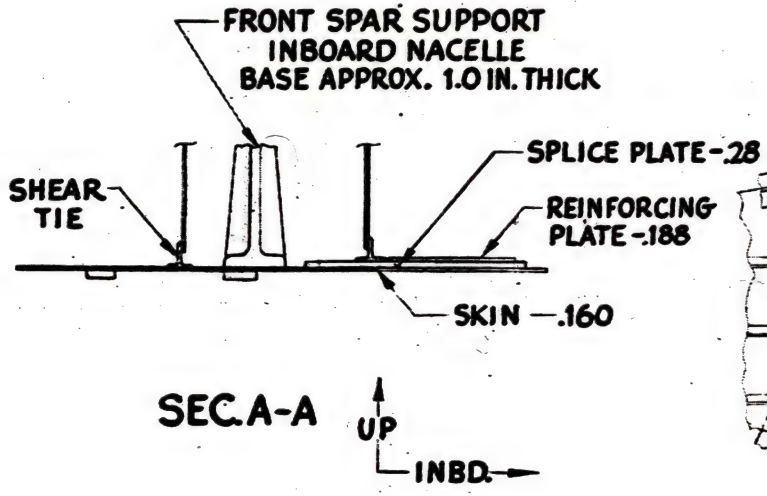
Coordination Sheet AETA-621, A&E Unit,
Electro-Dynamics Staff, 6 May 1958, page 5,
"Sound Pressure Levels on the Fuselage and
Tail of KC-135 and 707-120 Airplanes"

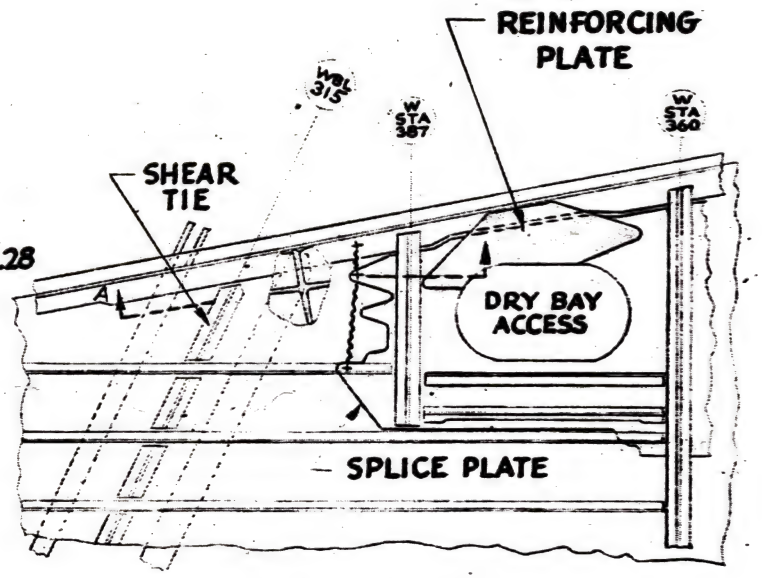
FIGURE 7 - MEASURED SOUND PRESSURE LEVELS OF OVER-ALL FREQUENCY BAND
ON KC-135 WITH J57-P43 ENGINES AT FULL WET POWER



LOWER WING SKIN PROBLEM

(LEFT WING SHOWN, THOUGH CRACK OCCURRED IN RIGHT WING)





PLAN VIEW
LOWER SURFACE
L.H. SIDE

Attachment I
to c/8 61-5

LEADING EDGE SKIN CRACKS

PROBLEM:

CRACKS IN LEADING EDGE SKINS AT THE RIVET COMMON TO THE INTERSECTION OF SPANWISE STRINGER AND THE RIB - UPPER AND LOWER SURFACE

CAUSE:

FATIGUE - BUFFETING OF THE SKIN

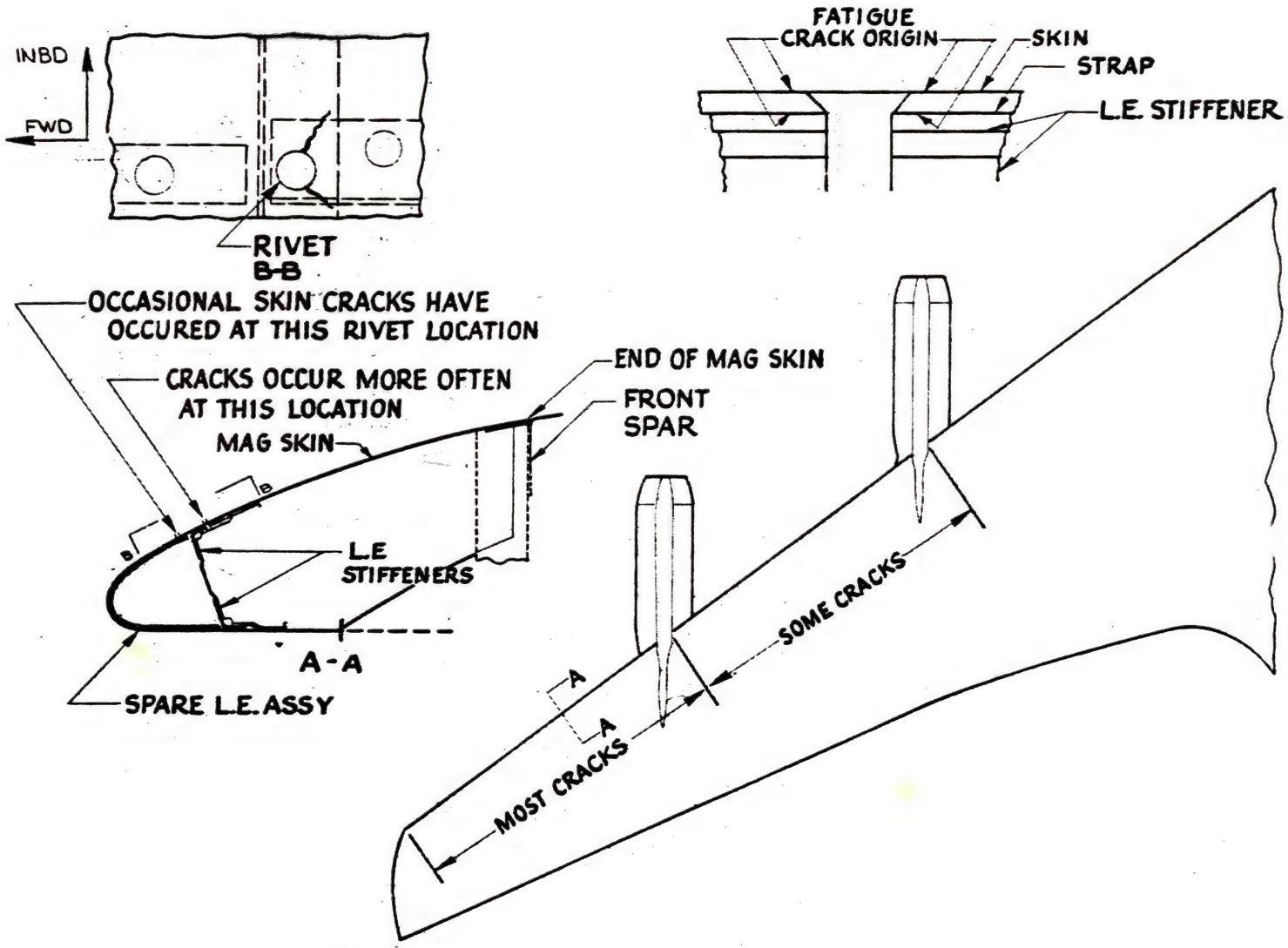
ACTION:

A REPLACE MAGNESIUM SKINS WITH ALUMINUM SKINS

B REPAIR OF CRACKS

1. CRACK LESS THAN .03 - DRILL OUT RIVET & REPLACE WITH 1/4 INCH RIVET.
2. CRACK LESS THAN .40 - LEAVE AS IS EXCEPT 1 ABOVE
3. CRACK IS .40 TO .75 - STOP DRILL 1/8" & FILL WITH SEALANT
4. TWO OR MORE CRACKS PER RIVET .40 TO .50 - STOP DRILL 1/8" & FILL
5. CRACKS IN EXCESS OF ABOVE - FLUSH PATCH REPAIR PER IC-135(K)A-3.

LEADING EDGE SKIN PROBLEM



INBOARD AILERON TAB

PROBLEM

AILERON CONTROL BINDING

CAUSE

TAB NOSE RETENTION SCREWS BACKING OUT (VIBRATION)

ACTION

A PRODUCTION

1. COATED SCREWS AND HELI-COIL INSERTS WITH BMS 5-29 TYPE I OR II EFFECTIVE 59-1483 (386) THRU 59-1497 (400)
2. ITEM 1. PLUS COATED TAB NOSE AND BALANCE WEIGHT WITH BMS 5-19 TYPE BI EFFECTIVE 59-1498 (401) & ON

B RETROFIT & INSPECTION

1. T.O. -875 INSPECTED SCREWS FOR REQUIRED LENGTH
2. T.O. -915 (RELEASED 29 AUGUST 1960) WILL REQUIRE COATING OF SCREWS AND HELI-COIL INSERTS WITH BMS 5-29 TYPE I OR II EFFECTIVE AIRPLANES 57-1464 (144) & ON INCLUDING AILERON TABS 5-87421-61, -62, -69, -70, -79, -80, -87, -88.

Attachment IV to C/B 61-5

COMPONENT	PROJECTED STRUCTURAL AREA, SQ FT	NUMBER OF REPORTED KC-135 STRUCTURAL MALFUNCTIONS								TOTAL NUMBER OF PRIMARY MALFUNCTIONS	NUMBER OF MALFUNCTIONS PER SQ FT
		×	○	ϕ	□	▽	▼	■	●		
		HONEYCOMB DELAM.	HINGE CRACKED	CONTROL ROD WORN	SKIN CRACKED	RIB CRACKED	STIFF CRACKED	BRACKET CRACKED	FASTENER LOOSE		
WINGS, Excl.Cont.Surfaces	1992.0	0	2	10	59*	49	9	55	7	191	0.1
Inboard Ailerons	54.0	1	0	21	1	17	0	0	43	83	1.5
Inboard Aileron Tabs	5.8	5	179	32	2	0	0	0	12	230	39.7
Outboard Ailerons	67.0	0	10	0	11	3	1	0	2	27	0.4
Outboard Aileron Tabs	9.0	2	53	27	0	0	0	0	0	82	9.1
Inboard Flaps	162.8	30	0	0	0	1	0	0	0	31	0.2
Outboard Flaps	168.0	20	0	0	15	0	0	0	1	36	0.2
Fillet Flaps	66.8	-	0	0	28	0	0	0	0	28	0.4
FIN, Excl.Cont.Surfaces	197.0	-	0	0	0	0	0	0	2	2	0.01
Rudder	118.3	-	3	1	0	6	0	0	1	11	0.1
Rudder Trim Tab	1.9	5	0	1	1	0	0	0	0	7	3.7
Rudder Control Tab	1.5	4	0	0	0	0	0	0	0	4	2.1
Rudder Antibalance Tab	1.4	10	0	0	0	0	0	0	0	10	7.1
Rudder Stability Tab	3.6	20	1	0	3	0	0	0	0	24	6.7
STABILIZERS, Excl.Cont.Surf.	374.6	-	43	0	1	0	0	0	2	46	0.1
Elevators	132.8	7	7	0	2	0	0	0	0	16	0.1
Elevator Control Tabs	12.9	7	0	0	0	0	0	0	0	7	0.5
Stab. Act. Elevator Tabs	4.9	5	2	8	0	0	0	0	0	15	3.1
WINGS, Incl.Cont.Surf.	2525.4	58	244	90	116*	70	10	55	65	708	0.28
FIN, " " "	323.7	39	4	2	4	6	0	0	3	58	0.18
STABILIZERS, " " "	525.2	19	52	8	3	0	0	0	2	84	0.16
WINGS / STABILIZERS / FIN — TOTAL	3374.3	116	300	100	123	76	10	55	70	850	0.25
		14%	35%	12%	15%	9%	1%	6%	8%	100%	

*Not included are approx. 300 skin cracks eminating from rivet holes in the wing leading edge.

SUMMARY OF KC-135 PRIMARY STRUCTURAL MALFUNCTIONS REPORTED PRIOR TO JANUARY 1, 1961

(1) Location

(2) Description

c. Fill and drain procedures

6. Oxygen systems

a. Oxygen requirements

(1) Crew

(2) Passengers

b. Passenger oxygen system

(1) System equipment

(a) location
(b) type
(c) function

(2) System operation

(3) Servicing

(4) Portable oxygen bottles

(a) purpose
(b) description
(c) location

c. Crew oxygen system

(1) System equipment

(a) location
(b) description
(c) operation
(d) servicing

(2) Portable oxygen bottle

(a) location
(b) description

7. Lighting

c. Cargo compartment doors

(1) Type

(2) Location

(3) Description

(4) Operation

d. Cargo compartment floor and lining

(1) General description

(2) Insulation

(3) Access and inspection openings

e. Cargo compartment equipment

(1) Shelves

(a) description
(b) attachment
(c) folding provisions

(2) Netted webbing

(a) description
(b) attachment
(c) adjustment

f. Fire protection

(1) Fire detection

(2) Control

5. Cabin water systems

a. Description of systems

(1) Forward

(2) Aft

b. Service panels

(1) Escape hatches

(2) Main entry doors

(3) Galley doors

(4) Chop-out areas

b. Location and description of emergency equipment

(1) Escape slides

(2) Escape ropes

(3) Life rafts

(4) Fire extinguishers

(5) Oxygen

(6) Life vests

(7) Crash axes

(8) First aid kits

(9) Flares

(10) Lights

(11) Special emergency equipment

4. Cargo compartments

a. General description

(1) Classification

(2) Forward compartment

(3) Aft compartment

b. Load capacities and distribution

(1) Forward compartment

(2) Aft compartment

(1) Seating arrangement variations

(a) first class
(b) tourist
(c) mixed service

k. Floor and floor covering

(1) Floor structure

(2) Main floor covering

(a) removal
(b) replacement

(3) Lavatory compartment and galley floor covering

l. Sidewall windows and panels

(1) Insulation

(2) Window panels

(a) description
(b) window size and material
(c) window shades
(d) panel fasteners
(e) removal and installation

(3) Dado panels

(a) description
(b) removal and installation

m. Ceiling

(1) Insulation

(2) Panels

(a) removal and installation

(3) Equipment stowage provisions

3. Emergency equipment

a. Escape provisions

f. Galleys

(1) Type

(2) Location and arrangement

(3) Installation

(4) Galley service doors

(a) type
(b) descriptio n
(c) operation

g. Coat compartments

(1) Description

(2) Location

h. Cabin attendant stations

(1) Location

(2) Seat provisions

(3) Cabin attendant's control panel

(a) location and description
(b) passenger call system

i. Miscellaneous passenger cabin equipment

(1) Screens and partitions

(a) location
(b) purpose

(2) Magazine racks

(a) location

(3) Passenger signs

(a) type
(b) location

j. Alternate passenger cabin arrangement

(1) Purpose

(2) Location

(3) General description

d. Passenger service units

(1) Purpose

(2) Location

(3) General description of unit and components

(a) air outlets
(b) reading lights
(c) oxygen masks
(d) attendant call
(e) loudspeaker

(4) Spacing adjustments

e. Lavatory compartments

(1) Location and arrangement

(2) Toilet equipment

(a) description
(b) servicing provisions

(3) Wash basin equipment

(a) description
(b) drain provisions

(4) Lavatory compartment equipment

(a) description
(b) location
(c) servicing

(5) Signs and indicators

(a) type
(b) location

(a) oxygen equipment
(b) fire extinguisher
(c) crash axe
(d) first aid kit

(4) Spare bulb storage

(5) Facilities

f. Interior finish

(1) Lining

(2) Flooring

2. Passenger cabin equipment and furnishings

a. Main entry doors

(1) Type

(2) Location

(3) Description

(4) Operation

b. Passenger seats

(1) General description

(a) types
(b) seat arms
(c) ash trays
(d) seat pockets
(e) recline operation
(f) removal
(g) installation

(2) Seating arrangement

(a) method of attachment
(b) seat spacing
(c) seat identification
(d) interchangeability

c. Overhead racks

L. Equipment and Furnishings — 24 Hours — 1, 2, 3, 5, 6, 8, 9

1. Control cabin equipment and furnishings

a. Crew stations

(1) Arrangement

(2) Control panels

b. Crew seats

(1) Type

(2) Adjusting features

c. Coat compartment

(1) Coat storage

(2) Hat rack

(3) Bookcase

d. Equipment for crew members

(1) Data cases

(2) Sunvisors

(3) Ash trays

(4) Oxygen masks and mask storage

(5) Headset and microphone holders

(6) Coffee cup holders

e. Control cabin bulkhead

(1) Location

(2) Door

(3) Emergency equipment storage

(a) type and size
(b) cable run

(5) Aft rudder quadrant

(a) location
(b) tab linkage and centering spring

(6) Upper control tab

(7) Lower control and anti-balance tab

(8) Gust damper

c. Rudder trim system

(1) Trim control knob

(a) degrees trim
(b) pointer

(2) Control cables

(a) type and size
(b) cable run

(3) Trim actuator assembly

(a) cable attachment
(b) movement
(c) brake assemblies

(4) Rudder trim tab

(a) tab attachments
(b) deflection angles
(c) rudder deflections

d. Rigging procedures

(1) Control cables

(2) Linkage

8. Examination and review

(4) Control cables

(a) type and size
(b) cable run

d. Rigging procedures

(1) Cable system

(2) Linkage

7. Rudder system

a. Rudder design

(1) Structure

(a) spars
(b) ribs
(c) skin
(d) balance panel and seals
(e) tabs
(f) attachments

(2) Operational description

(a) deflection angles
(b) structural stops

b. Rudder control system

(1) Rudder pedals

(a) attachment points
(b) stops

(2) Rudder pedal adjustment

(a) crank and flexible shaft
(b) universal joint and screw mechanism

(3) Forward quadrants and bus system

(a) attachments
(b) left and right bus system

(4) Control cables

(2) Operational description

(a) deflection angle
(b) effectiveness

b. Electrical actuation

(1) Control switches

(a) location
(b) positions

(2) Cutout switch

(a) location
(b) function

(3) Warning light

(a) location
(b) function

(4) Trim actuator

(a) trim motor
(b) magnetic clutch
(c) slip clutch
(d) limit switches
(e) jack screw
(f) differential gearing
(g) aft cable drum
(h) auto-pilot servo

c. Manual actuation

(1) Control wheel

(2) Chain drive and sprockets

(a) location
(b) function

(3) Forward drum mechanism

(a) input
(b) cable attachments
(c) position indicator attachment

(a) cable type and size
(b) cable run

(3) Elevator control quadrant

(a) structural attachments
(b) auto-pilot servo attachment

(4) Centering spring

(a) function

(5) Control tab linkage and stops

(a) components

(6) Control tabs

(a) type
(b) function

(7) Gust damper

(a) location
(b) function

c. Stabilizer actuated tab

(1) Linkage

(2) Tab

d. Rigging procedures

(1) Cable systems

(2) Linkages

6. Stabilizer trim

a. Design features

(1) Structure

(a) torque box
(b) attachments

(4) Inboard control differential

(5) Inboard control valve

(a) input
(b) follow-up

(6) Outboard control differential

(7) Outboard control valve

(a) input
(b) follow-up

d. Rigging procedures

(1) Cable system

(2) Linkages

5. Elevator system

a. Elevator design

(1) Structure

(a) spars
(b) ribs
(c) skin
(d) balance panel and seals
(e) tabs
(f) attachments

(2) Operational description

(a) deflection angles
(b) stops

b. Elevator control system

(1) Control column

(a) deflection angles
(b) stops

(2) Control cables

(a) construction
(b) materials
(c) attachments

(2) Operational description

(a) deflection angles
(b) blow down features
(c) aerodynamic separation control
(d) warning horn

b. Spoiler control system

(1) Control wheel

(2) Control cables

(a) cable type and size
(b) cable run

(3) Control quadrant and linkage

(4) Spoiler control valve

(a) input
(b) follow-up

(5) Spoiler actuator

(a) location
(b) attachments

(6) Spoiler follow-up differential

c. Speed brake control system

(1) Speed brake control lever

(a) location
(b) positions

(2) Control cables

(a) cable type and size
(b) cable run

(3) Input quadrant

(5) Centering spring

(6) Gust damper

(7) Control tab

c. Outboard aileron control system

(1) Aileron balance bus

(a) cable type and size

(2) Control quadrant

(3) Lockout mechanism

(4) Control linikage

(5) Balance tab

d. Aileron trim system

(1) Trim control knob

(a) location
(b) trim indicator

(2) Control cable

(a) cable type and size
(b) cable run

(3) Trim mechanism

(a) jack screw
(b) brake

e. Rigging procedures

(1) Cable systems

(2) Linkages

4. Spoiler and speed brake system

a. Spoiler design

(1) Structure

(2) AC electrical motors

(a) location
(b) type
(c) output

f. Rigging procedures

(1) Control cables

(2) Drive system linkage

3. Aileron system

a. Aileron design

(1) Structure

(a) spars
(b) ribs
(c) skin
(d) balance panel and seals
(e) tabs
(f) attachments

(2) Operatinnal description

(a) deflection angles
(b) structural stops

b. Inboard aileron control system

(1) Control wheel

(a) type
(b) switches
(c) deflection angles

(2) Control cable system

(a) cable type and size
(b) cable run

(3) Control quadrant

(4) Control tab linkage

(3) Flap drive motors

(a) location
(b) type

(4) Flap by-pass valve

(a) location
(b) type
(c) power supply
(d) function

d. Flap drive and position

(1) Inboard and outboard flap drive units

(a) location
(b) input
(c) internal gearing
(d) torque drive output

(2) Flap drive torque tubes

(a) location
(b) couplings
(c) drive screw and gear boxes

(3) Outboard aileron lockout mechanism

(a) angle gear box
(b) jack screw
(c) aileron lockout attachment

(4) Flap position transmitter and indicator system

(a) power supply
(b) transmitters
(c) indicators

e. Emergency electrical flap drive system

(1) Control

(a) power supply
(b) control switches
(c) relays
(d) limit switches

(1) Location

(a) inboard
(b) outboard
(c) fillet

(2) Structure

(a) ribs
(b) skin
(c) attachments

(3) Operational description

(a) fore flap
(b) cove lip door
(c) flap angle
(d) operating time
(e) speed limitations
(f) flap actuated speed brake cam
(g) trim requirements va flap position

b. Flap control system

(1) Control handle

(a) location
(b) detents
(c) warning horn

(2) Control cable system

(a) cable type and size
(b) cable run

c. Flap hydraulic system

(1) Flow regulating valve

(a) location
(b) flow rate
(c) function

(2) Flap metering valves

(a) location
(b) input
(c) follow-up system

K. Flight Controls — 24 Hours — 1, 2, 3, 5, 6, 8, 9

1. Introduction

a. Control surface location

(1) Inboard ailerons

(2) Outboard ailerons

(3) Spoilers - speed brakes

(4) Elevators

(5) Rudder

(6) Wing flaps

(7) Stabilizer trim

b. Aerodynamic balance panels

(1) Control tabs

(a) actuation

(2) Internal balance panels

(a) hinges
(b) seals
(c) static balance
(d) air bleed control

c. Control tab follow-up ratio

(1) Positive

(a) definition
(b) function

(2) Negative

(a) definition
(b) function

2. Wing flap system

a. Flap design

(2) Actuation

(3) Pneumatic ports

(4) Operation

d. Shuttle valve

(1) Location

(2) Actuation

e. Brake

(1) Pneumatic actuation

8. Anti-skid system

a. Skid detector

(1) Location

(2) Flywheel rotation

(3) Commutator signal pickups

b. Control shield

(1) Location

(2) Signal action

c. Dual anti-skid valve

(1) Location

(2) Function

(3) Signal reaction

(4) Brake pairs controlled

9. Examination and review

(6) Lockout deboost valves

(a) location
(b) lockout function
(c) deboost function
(d) servicing operation

(7) Automatic brake adjuster valve

(a) location
(b) function
(c) operation

(8) Shuttle valve

(a) location
(b) function
(c) operation

(9) Brake

(a) location
(b) type
(c) operation

7. Pneumatic brake system

a. Pneumatic cylinder

(1) Location

(2) Charge pressure

(3) Charging valve location

b. Pressure indicating system

(1) Cylinder gage

(a) location

(2) Cockpit gage

(a) location

c. Pneumatic pressure control

(1) Location

(4) Brake control cable system

(a) cable type and size
(b) cable routing

(5) Centering spring

(a) location
(b) function

(6) Metering valve

(a) cable attachment
(b) actuation

b. Brake hydraulic system

(1) Brake pressure source

(a) utility system
(b) auxiliary system

(2) Brake accumulator

(a) location
(b) pneumatic charge

(3) Accumulator charge indicating system

(a) transmitter location
(b) gage location

(4) Brake metering valves

(a) location
(b) mechanical actuation
(c) L.G. "Up" pressure actuation
(d) hydraulic ports
(e) operation

(5) Dual anti-skid valves

(a) location
(b) hydraulic ports
(c) function

(2) Steering disconnect valve

(a) installation
(b) trunnion actuation

(3) Steering metering valve

(a) installation
(b) hydraulic ports
(c) actuation means
(d) hydraulic fluid flow
(e) centering springs action
(f) compensator action
(g) flow by-pass passages

(4) Steering cylinders

(a) attachment points
(b) hydraulic ports
(c) operation

(5) Nose wheel centering

(a) oleo cam arrangement
(b) actuation
(c) switch location

6. Hydraulic brake system

a. Mechanical control system

(1) Brake pedals

(a) location
(b) actuation

(2) Pedal linkage

(a) pedal to crank drum
(b) pilot-copilot interconnect

(3) Parking brake

(a) handle location
(b) catch location
(c) parking brake application
(d) parking brake release

(a) location
(b) color

(3) Circuit

(a) wiring installation
(b) power source
(c) circuit breaker
(d) operation

5. Nose wheel steering

a. Steering control cable system

(1) Steering wheel

(a) location
(b) operation

(2) Cable drum

(a) location
(b) steering wheel rod connection
(c) centering switch installation

(3) Control cable system

(a) cable type and size
(b) cable routing

(4) Steering follow-up mechanism

(a) location
(b) type
(c) operation

(5) Steering knuckle

(a) cable attachment
(b) follow-up action

b. Steering hydraulic system

(1) L.G. selector valve

(a) valve actuation
(b) pressure source

(3) Lock switches

(a) location
(b) actuation

(4) Gear warning light

(a) location
(b) color

(5) L.G. control lever switches

(a) location
(b) lever actuation

(6) Warning relays

(a) location
(b) electrical energizing
(c) operation sequence

(7) Warning horn

(a) location
(b) sound

(8) Throttle retard switches

(a) location
(b) throttle actuation

(9) Circuit

(a) wiring installation
(b) power source
(c) circuit breakers
(d) down and lock operation
(e) gear warning light operation
(f) gear warning horn operation

c. Gear door warning

(1) Door lock switches

(a) location
(b) actuation

(2) Warning light

4. Landing gear electrical systems

a. Landing gear lever latch control

(1) Lever latch switches

(a) location
(b) lock action

(2) Nose gear centering switch

(a) location
(b) actuation

(3) Main and nose gear safety switches

(a) location
(b) strut actuation

(4) Main gear truck level switch

(a) location
(b) truck actuation

(5) Safety relays

(a) location
(b) electrical energizing

(6) Circuit

(a) wiring installation
(b) power source
(c) circuit breakers
(d) operation

b. Landing gear position and warning

(1) Gear down and lock lights

(a) location
(b) color
(c) dimmer control

(2) Gear position switches

(a) location
(b) actuation

(d) door opening action
(e) gear release action
(f) gear down lock action

(3) Emergency extension cable system

(a) cable type and size
(b) cable routing
(c) cable spring cartridge installation

(4) Emergency N.G. door release

(a) cable routing
(b) operation

(5) Release drum

(a) location
(b) locking shaft attachment
(c) release operation

(6) N.G. down lock system

(a) down lock pin installation
(b) down lock actuation
(c) reset of down lock system

d. Nose gear rigging

(1) L.G. control valve

(a) centering pin location
(b) cable rigging

(2) Nose gear mechanical linkage

(a) drag brace travel
(b) gear actuator travel
(c) lock rod travel
(d) lock retention rod travel
(e) oleo extension

(3) Emergency extension

(a) emergency door release travel
(b) gear release travel
(c) gear down lock travel

(d) sequence of port openings

(6) N.G. lock retention actuator

(a) hydraulic port
(b) operation

(7) N.G. lock actuator

(a) hydraulic ports
(b) operation

(8) N.G. actuator

(a) hydraulic ports
(b) operation

(9) Variable restrictor

(a) location
(b) purpose
(c) hydraulic ports
(d) operation

(10) Fixed restrictors (3)

(a) locations
(b) purposes
(c) hydraulic operation

(11) Restrictor check valve

(a) location
(b) purpose
(c) hydraulic operation

c. Emergency extension system

(1) Handcrank

(a) storage
(b) use

(2) Handcrank drum

(a) location
(b) cranking direction
(c) pawl operation

(a) attachment points
(b) steering forces action

(10) Steering metering valve

(a) valve housing installation
(b) follow-up mechanism location

(11) Landing gear doors

(a) attachment points
(b) hydraulic actuator installation
(c) lock retention bungee installation
(d) operation

b. Nose gear hydraulic system

(1) L.G. selector valve

(a) cockpit to valve control cable operation (repeat from M.G.)
(b) hydraulic ports (repeat from M.G.)
(c) three positions (repeat from M.G.)

(2) L.G. door control valve

(a) location
(b) mechanical actuation
(c) hydraulic ports
(d) sequence of port openings

(3) N.G. door actuator

(a) location and attachment
(b) hydraulic ports

(4) N.G. door safety valve

(a) location
(b) actuation
(c) hydraulic ports
(d) operation

(5) N.G. sequence valve

(a) location
(b) mechanical actuation
(c) hydraulic ports

(a) temperature limitations
(b) altitude limitations

(2) Electrical control

(a) control switches
(b) pressure switches and lights
(c) power lever position
(d) fuel regulator water sensing line

5. Fire protection system

a. Overheat and fire detection system

(1) Detector

(a) location
(b) type

(2) Detection control

(a) electronic amplifier
(b) warning lights
(c) warning bell
(d) warning bell cutout

b. Fire extinguishing system

(1) Bottles

(a) location
(b) discharge valves
(c) fire extinguishing agent

(2) Plumbing and manifolds

(3) Discharge selector valves

(4) Operation and control

(a) switches
(b) relays

6. Engine instrument systems

c. Constant speed drive oil system

(1) Oil tank

(a) location
(b) quantity
(c) filler

(2) Oil cooler

(a) temperature control
(b) bypass and relief control

4. Water injection system

a. System description

(1) Water tank

(a) location
(b) quantity and indication
(c) water pumps
(d) drain valves
(e) filler
(f) thermal drain valve

(2) Plumbing

(a) locations
(b) drain valves

(3) Engine mounted equipment

(a) shutoff valve
(b) regulator
(c) discharge manifold

b. Fill and drain procedures

(1) Water quality

(2) Drain valve position

c. Operation

(1) Requirements

(b) construction
(c) filler
(d) quantity indication
(e) shutoff valve

(2) Oil pressure pump

(a) location
(b) type
(c) check and relief valves
(d) quantity output
(e) pressure output
(f) pump case drain

(3) Oil pressure filter

(a) type and location
(b) bypass relief

(4) Oil pressure indicating system

(a) pressure transmitter
(b) pressure indicator

(5) Oil pressure distribution

(a) oil jet locations
(b) bearings
(c) bearing seals

(6) Oil scavenge system

(a) pumps
(b) distribution

(7) Oil cooler

(a) location
(b) medium of heat exchange
(c) temperature control
(d) bypass and relief control

(8) Oil breather system

(a) case vents
(b) oil centrifuge

(3) Turbine wheel cooling air

b. Compressor surge bleed control

(1) Surge bleed governor

(a) flyweight governor
(b) metering valves
(c) temperature bias

(2) Bleed control valve

(a) internal operation
(b) operation schedule

c. Turbocompressor air bleed

(1) Location and control

d. Engine and nose cowl anti-icing

(1) Engine inlet anti-icing

(a) flow control
(b) air flow passage

(2) Nose cowl anti-icing

(a) flow and temperature control
(b) anti-icing air distribution

3. Engine oil systems

a. Types of oils

(1) Lubrication

(2) Preservation

(3) Quantities

b. Description and operation

(1) Engine oil tank

(a) location

(1) Overall dimensions

(a) length
(b) diameter
(c) weight

(2) Components

(a) case breakdown
(b) compressors
(c) combustion chambers
(d) turbine wheels
(e) inlet and ex it ducts
(f) thrust reverser and noise suppressor

(3) Engine cowling

b. Engine accessories

(1) Engine fuel system

(a) fuel flowmeter
(b) fuel pump
(c) fuel control unit
(d) pressurizing and dump valve
(e) fuel nozzle arrangement

(2) Hydraulic pump
(3) AC generator constant speed drive

(a) oil supply tank and lines
(b) drive mechanism

(4) Engine starter

(a) pneumatic starters
(b) combustor

2. Air bleed systems

a. Engine internal air flow

(1) Thrust bearing balance chamber air
(2) Surge bleed chamber

(2) Waterlines

(3) Buttock lines

b. Design objectives and testing

c. Structural systems descriptions

(1) Stress paths

(2) Fail-safe provisions

3. Materials

a. Description of materials

(1) Strength

(a) stress-strain
(b) fatigue
(c) residual
(d) influencing factors

(2) Fastening

(a) mechanical
(b) thermal
(c) chemical

(3) Forming

(a) deforming
(b) machining
(c) chemical milling

4. Processes

a. Finish requirements

b. Heat treating

5. Examination and review

D. Power Plant — 32 Hours — 1, 2, 3, 5, 6, 8, 9

1. General

a. Description of engine

POWER PLANT

f. Electrical power

(1) Alternating current

(a) power source
(b) components
(c) distribution
(d) control

(2) Direct current

(a) power source
(b) components
(c) distribution
(d) control

(3) External power

(a) type and source
(b) components
(c) distribution
(d) control

7. Examination and review

8. Field trip

C. Structures — 4 Hours — 1, 2, 3, 5, 6, 8

1. Section breakdown

a. Numerical identification of airplane sections

(1) Structural divisions

(2) Non-structural installations

(a) electrical
(b) passenger accommodations
(c) other

2. Airplane structure

a. Dimensioning practices

(1) Stations

(2) Width

(3) Cross section height

e. Landing gear

(1) Tread - main gear

(2) Wheel base-nose to main gear

(3) Main gear - wheels and tires

(4) Nose gear - wheels and tires

(5) Turning radius

4. Principle design weights

a. Maximum ground handling

b. Maximum in-flight

(1) Flaps up

(2) Flaps down

c. Reserve fuel limitation

d. Basic

5. General interior arrangement and accommodations

a. Control cabin

b. Main cabin

6. Major systems

a. Engine

b. Fuel

c. Manual

d. Hydraulic power

e. Pneumatic power

(8) Aspect ratio

(9) Mean aerodynamic chord

(10) MAC location

b. Flap area

(1) Inboard

(2) Outboard

(3) Fillet

(4) Total

c. Control surfaces areas

(1) Aileron

(a) inboard
(b) outboard
(c) total

(2) Horizontal stabilizer

(a) span
(b) elevator area
(c) total area

(3) Vertical stabilizer

(a) height
(b) rudder area
(c) dorsal area
(d) total area

(4) Spoilers

(a) inboard area
(b) outboard area
(c) total area

d. Body

(1) Length

(2) Wing

(a) swept, low
(b) flexible, full cantilever
(c) "wet"

(3) Body

(a) semi-monocoque
(b) pressurized

(4) Tail surfaces

(a) swept
(b) canti-lever
(c) folding fin
(d) controllable stabilizer

(5) Landing gear

(a) tricycle
(b) truck-type main gear

3. Principle dimensions

a. Wing

(1) Span

(2) Area

(3) Chord

(a) root
(b) tip

(4) Taper ratio

(5) Incidence angle

(a) root
(b) tip

(6) Dihedral

(7) Sweep back

a. Attendance

b. Examining

c. Bell system

d. Smoking privileges

e. Facilities

(1) Cafeteria

(2) Snack bar

(3) Rest rooms

(4) Classroom

(5) Telephone service

(6) Transportation

(7) Coat racks

B. Airplane General Description — $7\frac{1}{2}$ Hours — 1, 2, 3, 5, 6, 9 10, 11

1. Introduction

a. History of development

b. 367-80 prototype

(1) First flight

c. Customer airplane

(1) "X" model

(2) Quantity contracted

(3) Time schedule

2. Description

a. Type

(1) Number of engines

a. Structure

b. Service organization

c. Training unit

2. Program

a. Company

b. Customer

3. Equipment

a. Graphic aids

(1) Reproducibles

(2) Transparencies

b. Training devices

(1) Cockpit procedures

(2) Landing gear

(3) Electrical

(4) Hydraulic

(5) Flight controls

(6) Fuel system

(7) Air conditioning and pressurization

c. Models

d. Cutaway parts

e. Films

f. Manuals

4. School procedures

COURSE OUTLINE

INSTRUCTORS AND MAINTENANCE PERSONNEL COURSE

PAA 7121-5

	Hours	Manner of Training

I. TITLE, DURATION, AND MANNER OF TRAINING

A. Title: Model 707-121 Instructors and Maintenance Personnel

B. Duration: 192 Hours (24 Academic Days)

C. Manner of Training:

1. Lecture
2. Projection transparencies
3. Maintenance manual
4. Flight manual
5. Films
6. Charts or photo enlargements
7. Models
8. Parts or cutaways
9. Trainer
10. Mock-up
11. Airplane

I I. OUTLINE OF INSTRUCTION

A. Orientation	½ Hour	1, 2, 6
1. Boeing organization		

☒ ART OR ☐ WRITTEN

ART ORDER NUMBER	SECTION 71 POWER PLANT - GENERAL	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	ENF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
71-1	Power Plant Installation	☒ A	☐ BRO	☐	☒ X	☒ X	☐	☐	☐	☒ X	☒ X	☐	☐	☒ X	☐
71-2	Engine Installation Equipment	☒ X	☒ X	☒ X	☒ X	☒ X	☐	☒ X	☐ X	☐ X	☐ X	☐ X	☒ X	☒ X	☒ X
71-3	Engine Mount Details	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-4	Engine Load Diagram	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-5	Overall Dimensions - JT3C-4 Engine	☒ X	☒ X	☒ X	☒ X	☒ X	☐	☒ X	☒ X	☒ X	☒ X	☒ A	☒ X	☒ X	☒ V
71-6	Engine Cowling	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-7	Engine Nose Cowl and Tab Assembly	☒ C	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-8	Engine Load, Strut Structure and Access Diagram	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-9	Engine Front View	☒ V	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-10	Engine Left Side View	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-11	Engine Rear View	☒ V	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 71 (cont.) POWER PLANT - GENERAL	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
71-12	Typical Jet Engine Operating Curves	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-13	Engine Right Side View	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-14	Engine Accessory Section - Bottom View	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-15	Engine Front View	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
71-16	Engine Plumbing Disconnect	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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ART ORDER NUMBER	SECTION 72 ENGINE	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
72-1	Engine Internal Arrangement	☒ P.U. X	☐ BRD	☐	☒ X	☒ 121 X	☐	☐	☐	☒ P.U. X	☒ 329 X	☐	☐	☒ X	☐
72-2	Engine Bearing and Accessory Drive Schematic	☒ P.U. X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
72-3	Combustion Chamber Details	☒ P.U. X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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ART ORDER NUMBER	SECTION 73 (cont.) ENGINE FUEL AND CONTROL	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	SEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AIT-437 D6-2762
73-12	Engine Driven Fuel Pump	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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ART ORDER NUMBER	SECTION 73 ENGINE FUEL AND CONTROL	PAA-121 D6-1046	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
73-1	Engine Fuel Control Unit	P&W ☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-2	Engine Fuel System Block Diagram	P&W ☒ B	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-3	Fuel Manifold Schematic	P&W ☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-4	Fuel Nozzle Schematic Cutaway	P&W ☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-5		☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-6	JFC-12 Hydromechanical Fuel Control	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-7	Pressurizing and Dump Valve	P&W ☒ B	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-8	Fuel Pump and Fuel Control Quick - Disconnect	P&W ☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-9	Primary and Main Fuel Flow V - S RPM	P&W ☒ Y	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-10	Fuel Pressure Indicating System Schematic	P&W ☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
73-11	Fuel Control Functions Schematic ENGINE FUEL CONTROL SYSTEM (121)	P&W ☒ Y	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 74 IGNITION	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
74-1	Engine Ignition Diagram	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
74-2	Engine Ignition	☒ A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
74-3	Engine Ignition System Installation	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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CHAPTER NUMBER	SECTION 75 AIR	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AFI-437 D6-2762
75-1	Engine Air Distribution - Left Side	☒ B	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
75-2	Engine Air Distribution - Right Side	☒ A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
75-3	Surge Bleed Control	PU ☒ A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
75-4	Surge Bleed Governor	F ☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
75-5	Thrust and Start Levers	PU ☒ Y	☐	☐	☐	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐
75-6	Engine Compressor Bleed System	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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ART ORDER NUMBER	SECTION 76 ENGINE CONTROLS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
76-1	Engine Throttle Controls	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
76-2	Engine Tachometer	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
76-3	Engine Control Cables	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 77 ENGINE INDICATING	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
77-1	Engine Pressure Ratio System Schematic	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
77-2	PRESSURE RATIO TRANSMITTER SCHEMATIC	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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ART ORDER NUMBER	SECTION 78 EXHAUST	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
78-1	Jet Exhaust Velocity	☒ X	☒ X	☒ X	☒ X	☒ X	☐	☒ X	☒ X	☒ X	☒ X	☒ X	☒ X	☒ X	☒ X
78-2	Jet Exhaust Temperature	☒ X	☒ X	☒ X	☒ X	☒ X	☐	☒ X	☒ X	☒ X	☒ X	☒ X	☒ X	☒ X	☒ X
78-3	Typical Operating Velocities	☒ X	☒ X	☒ X	☒ X	☒ X	☐	☒ X	☒ X	☒ X	☒ X	☒ X	☒ X	☒ X	☒ X
78-4	Typical Operating Temperature	☒ X	☒ X	☒ X	☒ X	☒ X	☐	☒ X	☒ X	☒ X	☒ X	☒ X	☒ X	☒ X	☒ X
78-5	Reverse Thrust and Noise Suppressor	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
78-6	Engine Exhaust Temperature Indicating System	☒ P.U. X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 79 ENGINE OIL	PAA-121 D6-1046	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
79-1	Engine Oil System Schematic	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
79-2	Engine Oil Cooler and Bypass Valve Assembly	☒	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
79-3	Oil Pressure Indicating System Schematic	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
79-4	Engine Oil Ground Cooling Control	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
79-5	Engine Oil Tank	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
79-6	Oil Cooler Ejector Valve Override	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
79-7	ENGINE OIL DISTRIBUTION	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 80 STARTING	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
80-1	Engine Fuel - Air and Pneumatic Starter System	☒ B	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
80-2	Engine Start Circuit	☒ A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
80-3	Engine Pneumatic Starter Control System	☒ A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
80-4	Air Turbine Starter	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
80-5	Starter Clutch Schematic	☒ A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
80-6	STARTER AIR DISTRIBUTION	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART O. ● WRITTEN

ART ORDER NUMBER	SECTION 27 Cont. FLIGHT CONTROLS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	UEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
27-23	Elevator Snubber Assembly	P.U. ☒													
27-24	Rudder Control System	☒	BRO												
27-25	Rudder Pedal Adjusting	☒													
27-26	Rudder Gust Damper Details	P.U ☒													
27-27	Rudder Trim System	A													
27-28	Stabilizer Trim Control System	☒													
27-29	Stabilizer Trim Control Details	P.U ☒													
27-30	Stabilizer Trim Circuit	A													
27-31	Flap Drive Ball Screw Nut Details	P.U ☒													
27-32	Tab Follow-up and Internal Balance Panel Mechanism	☒													
27-33	Stabilizer Trim Actuator Mechanism Details	☒													

☒ ART ON [illegible] RITTEN

SECTION 26

[illegible] PROTECTION

ART ORDER NUMBER		PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
26-1	Engine Fire Detector	P.U C													
26-2	Engine Fire Extinguisher System	P.U B	P.U ☒	☒		☒	☒	☒	☒	☒	☒		☒	☒	☒
26-3	Engine Fire Extinguisher System Control	P.U ☒													
26-4	Engine Fire Detector Control Unit	P.U ☒													
26-5	~~Engine Fire Extinguishing System~~ CANCEL SAME AS 26-2														
26-6	Engine Fire Switch Schematic	P.U A													
26-7	Fire Detection and Extinguishing Systems														
26-8	Fire Extinguisher Bottle and Valve Diagram	☒													

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 25 Cont. EQUIPMENT AND FURNISHINGS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
25-45	Observer's Seat	☒	☐	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
25-46	Flare System II	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
25-47	Attendants' Seat	☒	☐	☐	☐	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐
25-48	Passenger Double Seat with Table	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-49	Passenger Double Seat - Luxury	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-50	Passenger Triple Seat - Luxury	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-51	Passenger Triple Seat Tourist	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-52	Emergency Exit Escape Rope Installation	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
25-53	Control Cabin Bulkhead Equipment Location	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-54	Overhead Rack	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 25 Cont. EQUIPMENT AND FURNISHINGS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
25-34	Passenger Cabin Floor Covering	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-35	Passenger Cabin Floor Covering Details	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-36	Control Cabin Floor Installation and Covering and Details	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-37	Control Cabin	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-38	Inflatable Escape Slide	☒ CANCEL	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-39	Inflatable Escape Slide Ejection	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-40	Inflatable Escape Slide Packing Sequence -I	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-41	Inflatable Escape Slide Packing Sequence - II	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-42	Inflatable Escape Slide Packing Sequence - III	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-43	Escape Slide Stowage	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-44	Control Stand	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART ● ER WRITTEN

ART ORDER NUMBER	SECTION 25 Cont. EQUIPMENT AND FURNISHINGS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D5-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
25-23	Navigation Station Panel	P/N A CANCEL													
25-24	Control Cabin Equipment	☒													
25-25	Lower Nose Compartment Equipment	☒ X													
25-26	Forward Electronic Control Panel	☒ CANCEL													
25-27	Aft Electronic Control Panel	P/N ☒ X													
25-28	Alternate Crew Station Panel ARRANGEMENT		☒												
25-29	Electronic Cooling Air Flow System	P/N ☒ X													
25-30	Passenger Service Unit	☒													
25-31	Passenger Service Unit Details	☒							☒						
25-32	Navigation Station Arrangement	☒ X													
25-33	Seat Tracks	☒ X													

☒ ART OR WRITTEN

ART ORDER NUMBER	SECTION 25 Cont Equipment and Furnishings	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
25-12	Aft Passenger Section	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-13	Aft Lavatory Compartment	P.U. ☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-14	Forward Lavatory Compartment	P.U. ☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-15	Passenger Compartment Insulation Installation - Typical Cross Section in Window Areas	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-16	Insulation and Sidewall Insulation Buildup-Passenger Compartment Constant Body Section	P.U. ☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-17	Passenger Compartment Insulation Installation - Escape Door Area	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-18	Passenger Cabin Lower Ceiling Forward	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-19	Attendants Panel - Aft	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-20	Attendant's Panel - Forward	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-21	Observer's Panel	☒ X	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25-22	Pilot's Auxiliary Panel	☒ X	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Terminal servicing arrangement,
galley water

BODY

ELR 150628 & 150629 6-26-57

ADCN

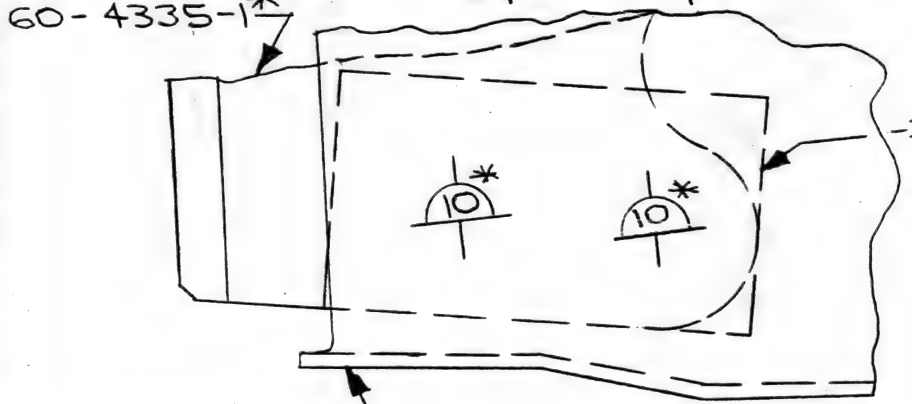
MODEL 707		DWG. REC. CLK. 7-2-57	BOEING AIRPLANE COMPANY
DRAFTED G. BERESFORD 6/3/7		RELEASE EXT 7/5/57	ADVANCE DRAWING CHANGE NOTICE
CHECKED JRGIBBONS 6/22/7		B/P GROUP 7-5-7 HUFFMAN	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS —		REQUESTED 6-3380	☐ DEVIATION ☒ VARIATION
APPROVED		P PROD. INFO.	REASON: TO ALLOW PROPER INSTL OF PARTS.
APPROVED Carlton 6/24/57			

ISSUE NO.	DWG. TITLE BEAM INSTL KEEL STA 820-960		
	ADCN	DRAWING NO.	SHT.
95000 CHG. NO.			
SEC. NO. 43	15	5-86387	5A
	11	5-86387	102
1-1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
NEW		✓	2	-355	FILLER	A4 5A	.091 x 1.3 x 2.3	3	—	F-2.30	R

SHT 102 ADD TO P/L AS SHOWN ABOVE:

SHT 5A ADD NOTE & FILLERS TO VIEW B3 ZN A3 AS SHOWN BELOW: CHG ALL OTHER VIEWS TO AGREE.
IN ZN C5 & D5 CHG RIVET SYMBOLS COMMON TO -3134 & -3142 FROM 4 TO 5



ADCN # 11 REPLACES
ADCN # 8 SHT 102
DATED 6-24-57
REASON: DUPLICATE ADCN NUMBERS RELEASED
ADVANCE COPIES ONLY

P APL # 1 & 2 COMPLETED SATISFACTORILY.
NEW PLNG REQD

* ADCN REF ONLY.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C R5

TR 64510 6/24/57

2-7000

BODY

1-20 57

ADCN

MODEL 707		DWG. REC. CLK. 7-8-57	BOEING AIRPLANE COMPANY
DRAFTED RUTH WEAVER	6-28-7	RELEASE 7-9-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED R Short	6-29-7	B/P GROUP 7-9-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		P PROD. INFO.	REASON: PART MUST BE INSTALLED WITH WET PRIMER
APPROVED Bailly 7-1-57			

ISSUE NO.	CHG. NO.	CHG. EFF.
A	PRR 95000	1-1999

BEAM INST KEEL
DWG. TITLE STA 820-960

ADCN	DRAWING NO.	SHT.
53	5-86387	1A
23	5-86387	8A

PARTS LIST ZONE	REPLACES	,3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
3-35				-183						F-12.41 ~~F-2.30~~	
3-36				-184						F12.41 ~~F-2.115~~	
5-26		✓ X	1 X	90-3273-2000 ~~90-3273~~							

CHG P/L AS SHOWN ABOVE

SHT 1A
SHT 8A

IN ZN A12 CHG CALLOUT AS SHOWN:

90-3273-2000
~~90-3273~~

P APL 001 & ON MUST COMPLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO

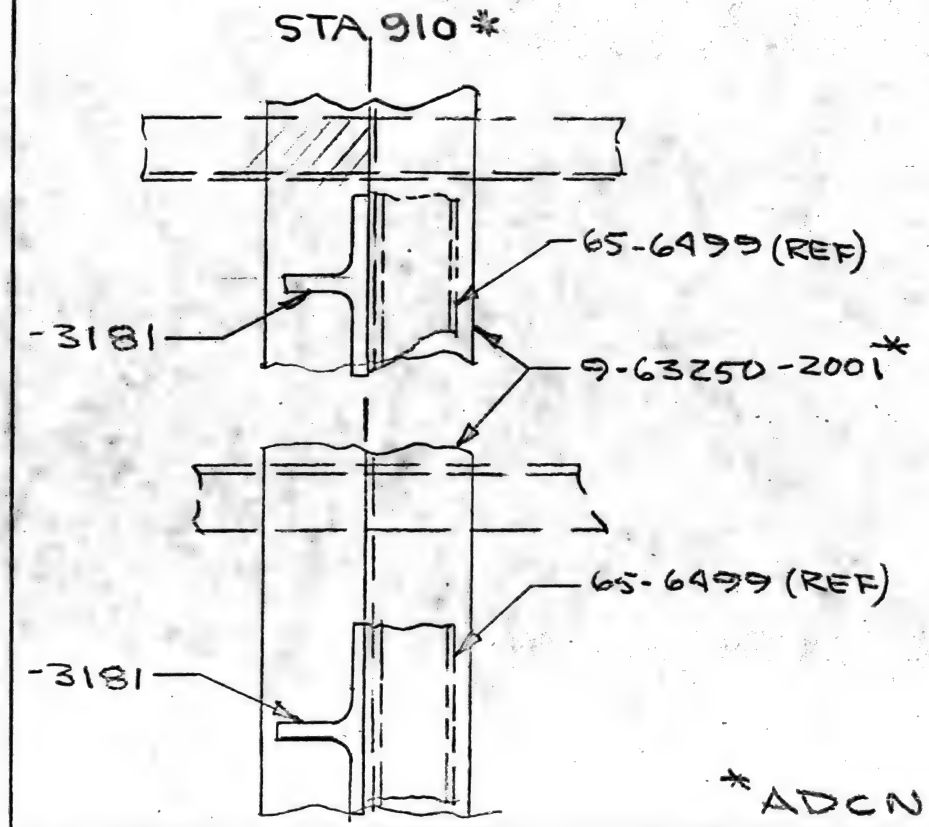
BODY

5-1001T

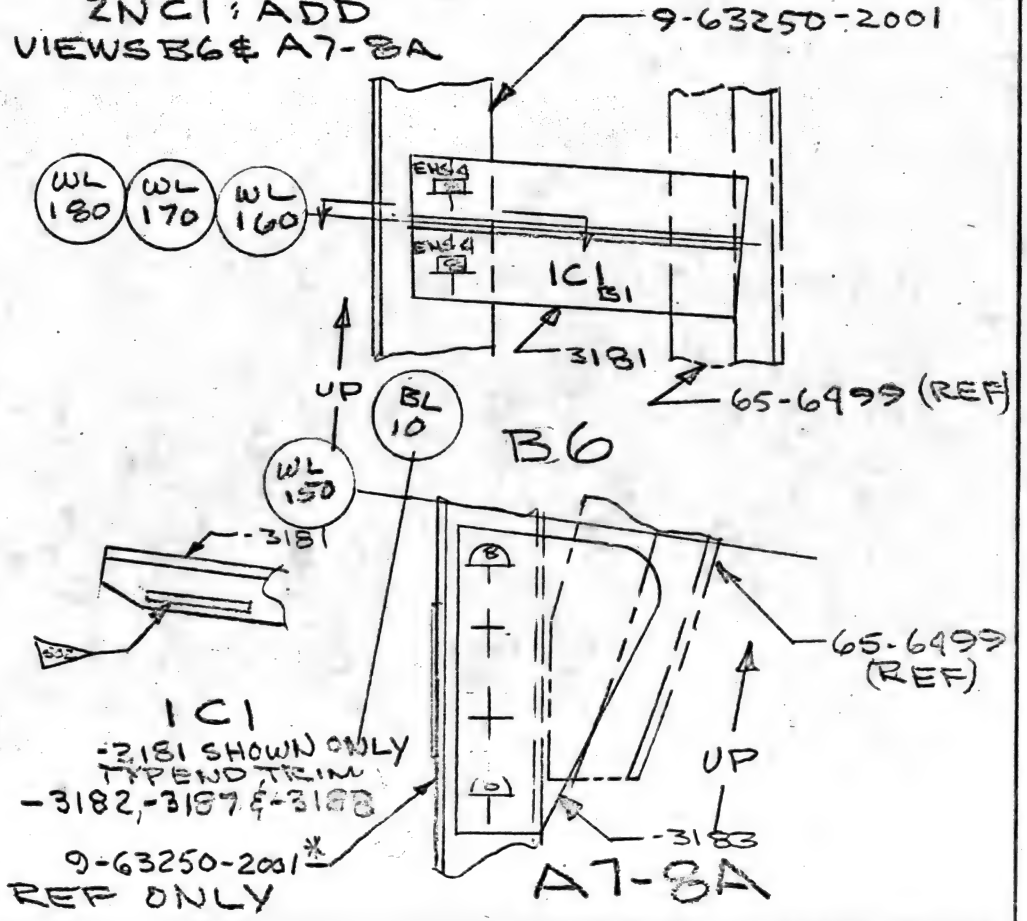
MODEL 707		8-16-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☑ VARIATION	B ISSUE NO.	BEAM INSTL-KEEL STA 820-960 DWG. TITLE	ADCN
DRAFTED DAVE WELSH	5-29-57	9-18-57 RELEASE			ADCN: 14	DRAWING NO.: 5-86387 SHT.: 9A
CHECKED Schwieren	6-19	6-28-5700 B/P GROUP		PRR 10660 CHG. NO.		
STRESS	9/20	6-7000 BODY REQUESTED		SEC. NO. 43		
APPROVED	6/24/57					
APPROVED	6/25/57	PROD. INFO.	REASON: TO ACCOMMODATE WHEEL GUIDE INSTL	2-1999 CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

STICKER VIEW (3)
ZONE A6 ADD -3181
& 65-6499 (REF)



STICKER VIEW (2)
ZNC1: ADD
VIEWS B6 & A7-8A



AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 824 C-R5

2-7000

1-75 1T

MODEL 707		DWG. REC. CLK. 7-1-57	BOEING AIRPLANE COMPANY
DRAFTED R. PARKINS	4-18-57	RELEASE 7-1-57 MB	ADVANCE DRAWING CHANGE NOTICE
CHECKED JP Pollock	4-19-57	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS Bowers	4/22	REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		P	REASON: E.O. NEEDED ON KEEL BEAM AT STA 1091.5 (ENGR. ERROR)
APPROVED Vernon	4-25-57	PROD. INFO.	

ISSUE NO.	CHORD-KEEL BEAM BODY STA 960-1140 DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
A			
CHG. NO. PRR 95000	RY-5	50-5331	—
SEC. NO. 46			
CHG. EFF. 1-1999			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD TO F/D CALLOUT AND DETAIL ◎◎ TAB ADDED AT THIS LOCATION ON -1104 ONLY

THIS ADCN NOT COMPLETE WITHOUT ADCN RY-4 THIS DWG.

☒ BAC RELEASED ☐ KC 135
☐ CANCLD BY BAC A/C ☒ 707
CHECKED A Lockwood 5/25/57
CHECKED FS 6/19
APPROV'D Wicker 6/19/57

2

2.22

1.30 +1.40 −1.25

170.58 +170.72 −170.44

CUTTER R 2.0 +2.5 −1.0 (TYP)

DETAIL ◎◎
FULL SIZE
-1104 ONLY

P MRR # 38584
DTD 4-17-57
EXISTING PARTS COVERED BY MRA ACTION MRA # 38335 APL. 1 THRU 4

DETAIL ◎◎

171.76 +171.98

DETAIL IV * CG

180.26 +180.42

1.13*

-1104 ONLY

*ADCN REA ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

ADCN 2

07-164

aec

2-7000

BODY

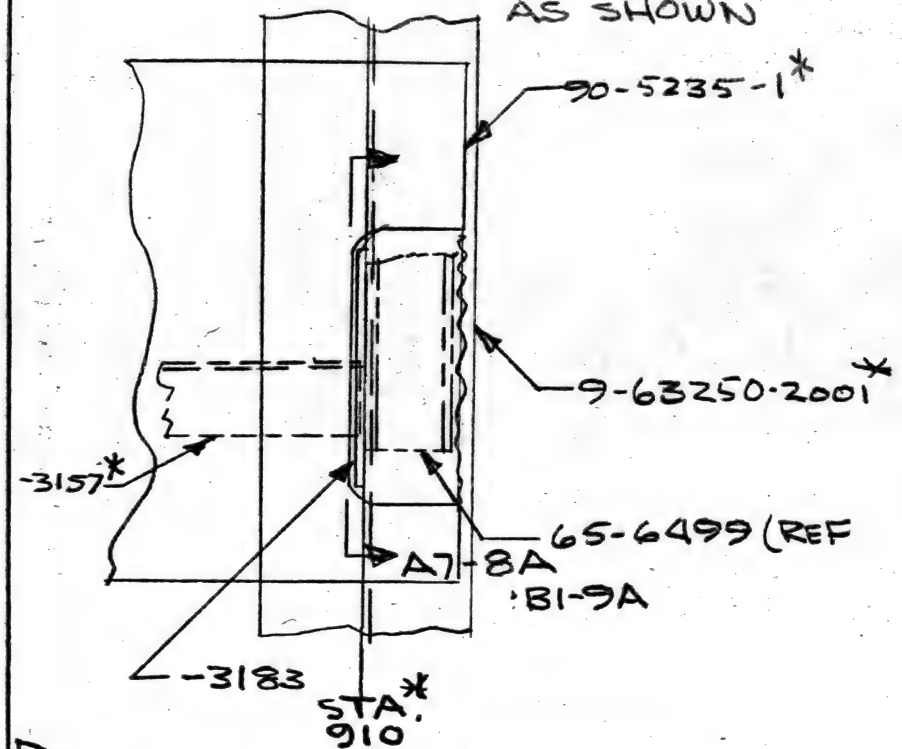
5-95 1T

ADCN

MODEL 707		DWG. REC. CLK 6-28-57	BOEING AIRPLANE COMPANY	B	BEAM INSTL - KEEL STA 820-960
DRAFTED DAVE WELSH	5/27/57	RELEASE 6-28-57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE
CHECKED Schreiber	6-19	B/P GROUP 6-7000 BODY	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 10660	ADCN 19 / DRAWING NO. 5-86387 / SHT. 8A
STRESS Burns	6/20	REQUESTED	☐ DEVIATION ☒ VARIATION	CHG. NO.	
APPROVED	6/24	P PROD. INFO.	REASON: TO ACCOMODATE WHEEL WELLGUIDE INSTL.	SEC. NO. 43	
APPROVED	6/27/57			2-1999 CHG. EFF.	

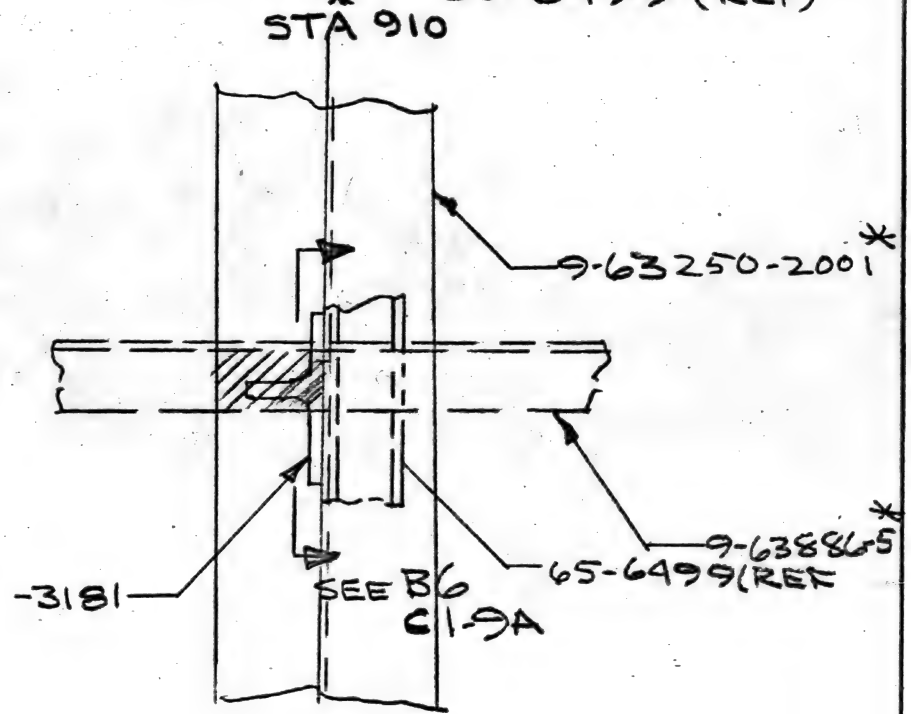
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	. . . . .									

STICKER VIEW (1)
ZONE B6: ADD -3183 & 65-6499 (REF
AS SHOWN



P ASSY PLNG AFFECTED

STICKER VIEW (2)
ZONE C6 : ADD -3181 & 65-6499 (REF)



*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

Rel. 6-29-> 2-7000

BODY

1-125 1T

MODEL 707		5-16-28-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED DAVE WELSH	5-25-57	6-7/1157 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED Schweiger	6-17	7-1-57 MB B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS RDCoulson	6/20	6-7000 BODY REQUESTED	☐ DEVIATION ☑ VARIATION
APPROVED	6/24		REASON: TO ACCOMODATE WHEEL WELL GUIDE INSTL.
APPROVED	6/25/57	PROD. INFO.	

ISSUE NO.	CHG. NO.	SEC. NO.	CHG. EFF.
A	PRR 10660	43	2-1999

DWG. TITLE: BEAM INSTL-KEEL STA 820 - STA 960

ADCN	DRAWING NO.	SHT.
47	5-86387	1A

ADCN

PARTS LIST ZONE	REPLACES -3006		REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
1-59		1	1	-3058	ANGLE STIFFENER						
1-56		1	1	-3055	ANGLE STIFFENER						
1-57		1	1	-3056	ANGLE STIFFENER						
2-72		1	1	-2075	STIFFENER						
2-73		1	1	-2076	STIFFENER						
	-3055	2	1	-3175	ANGLE STIFF	BA 6A	AND10134 -1407x15.0	6	—	SRF -2.30	S
	-3056	2	1	-3176	ANGLE STIFF	GA 6A	AND10134 -1407x15.2	6	—		S
	-2075	2	1	-3177	STIFF	B5 6A	AND10134 -1407x14.3	6	—		R
	-2076	2	1	-3178	STIFF	C5 6A	AND 10134 -1407x14.4	6	—		R
	-3058	2	1	-3179	ANGLE STIFF	C3 6A	AND 10134 -1407x14.3	6	—	SRF -2.30	S

1 AIRP 1 ONLY

2 AIRP 2 THRU 1999

SEE ALSO ADCN 8 ON SHT 102 & ADCN 10 ON SHT 11A

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

6-7000

BODY

1-20 4T

MODEL 707		DWG. REC. CLK 6-28-57	BOEING AIRPLANE COMPANY
DRAFTED DAVE WELSH	5/25/57	RELEASE RR 7/1/57	ADVANCE DRAWING CHANGE NOTICE
CHECKED Schweisen	6-7	B/P GROUP 7-1-57-MB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS Bragson	6/20	REQUESTED 6-7000 BODY	☐ DEVIATION ☑ VARIATION
APPROVED	6/7		REASON: TO ACCOMODATE WHEEL WELL GUIDE INSTL.
APPROVED	6/25/57	PROD. INFO.	

ADCN

ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 10660	8	5-86387	102
CHG. NO.			
SEC. NO. 43	10	5-86387	11A
2-1999 CHG. EFF.			

BEAM INSTL - KEEL STA 820-STA 960
DWG. TITLE

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	▷	3	-3181	TEE		ALTER AND 10136 A79A 2003 x 4.1	6	—	SRF -2.30	S
	NEW	▷	3	-3182	OPP -3181						
	NEW	▷	4	-3183	GUSSET		A68A-.10x4.0x.26	1	—	SRF-2.115	S
	NEW	▷	2	-3184	GUSSET		A76A-.10 x 4.1 x 2.4	1	—	SRF-2.115	S
	NEW	▷	2	-3185	GUSSET		C68A-.10 x 2.5 x 3.8	1	—	SRF-2.115	S
1-10		▷	1	-3125	TEE STIFFENER						
	NEW	▷	1	-3186	TEE STIFFENER		ALTER AND 10136 A36A-2405 x 14.0	6	—	SRF -2.30	S
	NEW	▷	1	-3187	TEE		AND 10136 A66A-2003 x 5.2	6	—	SRF -2.30	S
	NEW	▷	1	-3188	OPP -3188						
	NEW	▷	1	-3189	FILLER		C26A-.10 x 1.0 x 1.0	10	—	SRF 2.115	T

ON SHT 102 CHG P/L AS SHOWN ABOVE

▷ AIRP 2 THRU 1999 ▶ AIRP 1 ONLY ▷ INCREASE QUANTITY AS SHOWN

ON SHT 11A CHG P/L AS SHOWN BELOW

	✓	12	BACR15AY-8-4	RIVET, HI-SHEAR, FLAT HD
	✓	4	BACR15AY-8-7	RIVET, HI-SHEAR FLAT HD
	✓	16	HS15-8	COLLAR, HI-SHEAR (BAC-C30C-8)
NEW	✓	3	AN5-7A	BOLT
	✓	8	H10-524	NUT
	✓	2	AN960D516	WASHER
NEW	✓	5	AN5-6A	BOLT

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

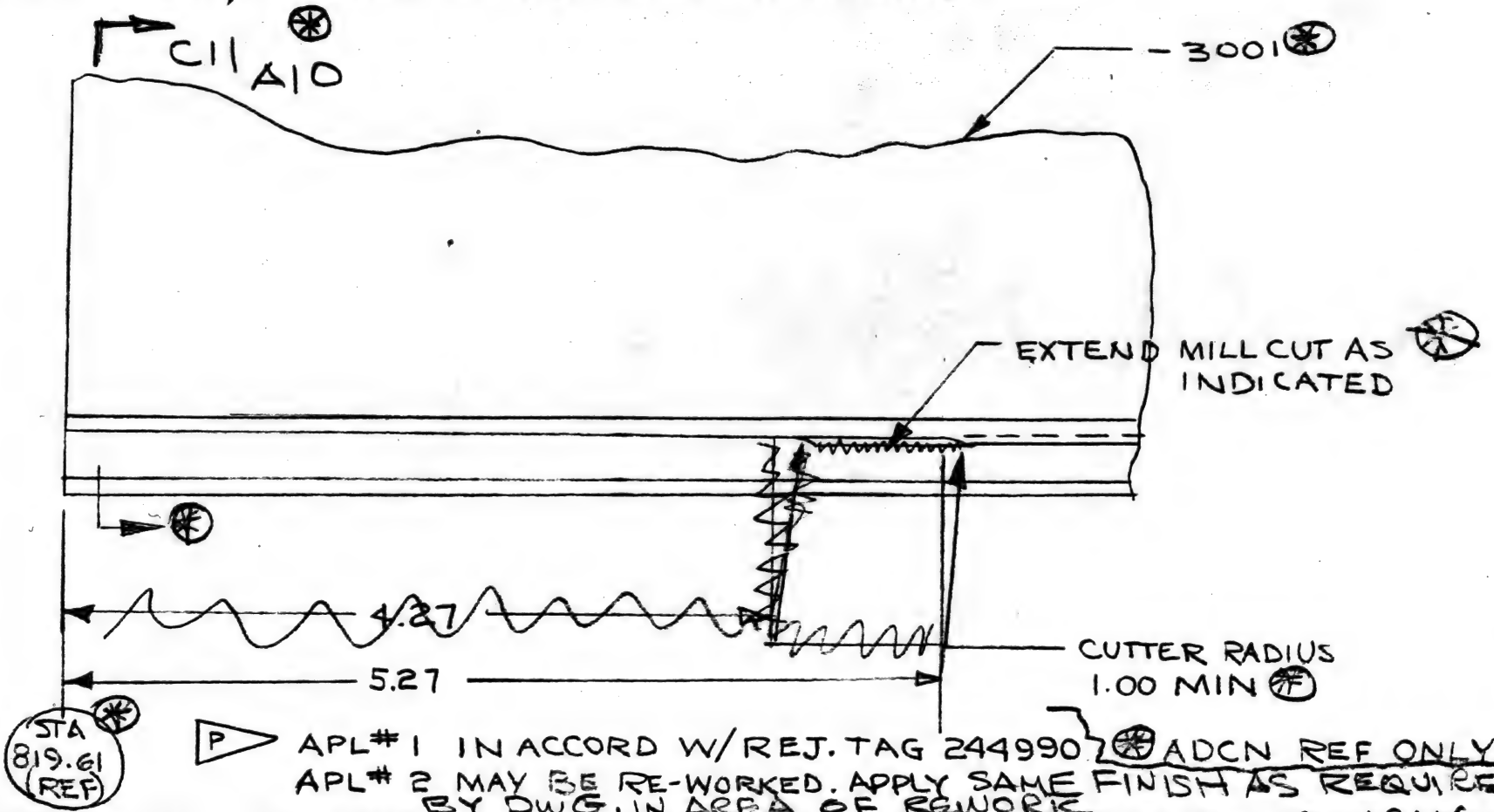
BODY 1-90 (SEE REJ TAG #244990)

MODEL 707		707 7-1-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED C.F. ROBINSON	6-17-57	BC 7-1-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED L Nelson	6/20/57	7-1-57 MB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS H Conners	6/20/57	CAMPBELL 6-4800 REQUESTED	☐ DEVIATION ☑ VARIATION
APPROVED	6/20/57	P PROD. INFO.	REASON: EXTEND MILL CUT TO ALLOW INSTL. OF 50-3170 FAIRING (REF)
APPROVED Bailey	6-27-57		

ISSUE NO.	CHORD-LWR KEEL BEAM DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
A			
CHG. NO. PRR 95000	11	5-86538	2A
SEC. NO. 43			
SAME AS DWG.			
CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZONE C11, CHANGE DIM AS SHOWN BELOW: —



P APL # 1 IN ACCORD W/ REJ. TAG 244990

APL # 2 MAY BE RE-WORKED. APPLY SAME FINISH AS REQUIRED BY DWG. IN AREA OF REWORK.

✱ ADCN REF ONLY

PLANNING AFFECTED — EXISTING & FUTURE PARTS MUST COMPLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

LY 6-4510 6-21-7

6-22-57

2-7000

FUEL SYSTEMS

2-73

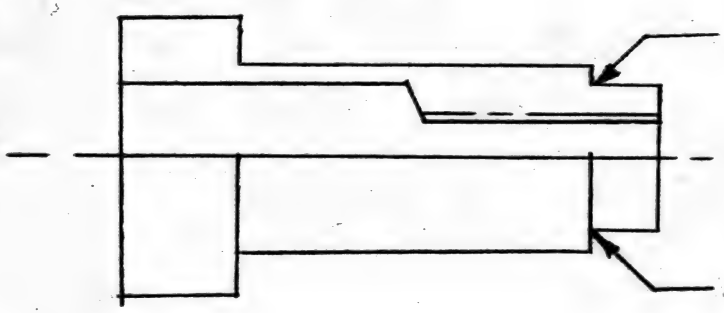
MODEL 707		6-29-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	ISSUE NO. PRR 95000	ADAPTER WATER FILL & DRAIN VALVE ASSY OF
DRAFTED SCHNELLE 6/20/57		6-29-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	CHG. NO. 95000	DWG. TITLE
CHECKED L L Schaffer 6/20/57		7-1-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 41	ADCN 1 / DRAWING NO. 66-4350 / SHT. —
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION	SAME AS DWG	
APPROVED J B Pullen 6/21/57		P PROD. INFO.	REASON: TO PROVIDE CLASS FIT FOR HELI-COIL THD	CHG. EFF.	
APPROVED Barkley 6-24-57					

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN DWG NOTE
CHG—

DRILL - - —
— —
TAP 10-32 NF 2B HELI-COIL - - -
— — — ← ADD*

IN GEN NOTES ADD- FILLET RADII .03 (EXCEPT AS NOTED)



R ELR# 164825 HUNGATE 6-4510 (6-11-7)

P NO PARTS MADE

* ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 934 C-RS

JWP 6-29-7

2-7000

ADCN

1-20 2T

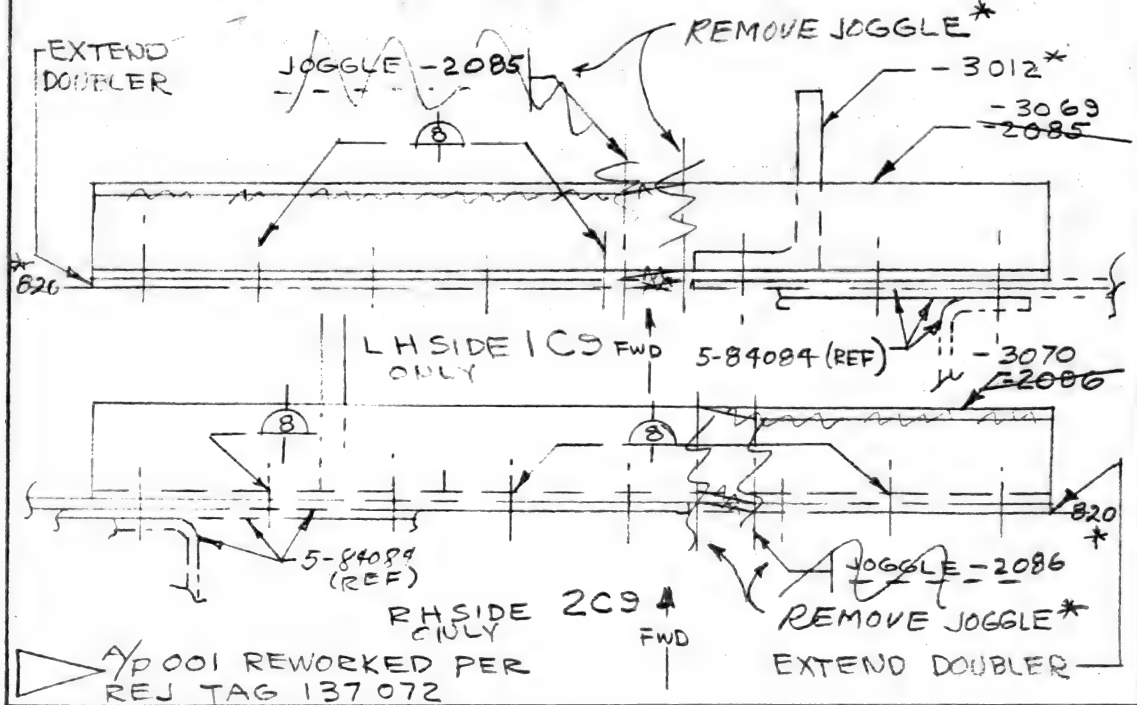
MODEL 707		6-18-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
R. HOLLENBECK DRAFTED	5-27-57	BW 6-19-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED VONK	6-8	6.20.57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS —		REJ. TAG 137 072 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED [signature]	6-10		REASON: JOGGLES NOT REQUIRED OVER ENTENDED REF. DOUBLER
APPROVED		PROD. INFO.	

A ISSUE NO.	BEAM INSTALLATION KEEL BODY STA. 620-820 DWG. TITLE		
95,000 CHG. NO.	ADCN	DRAWING NO.	SHT.
SEC. NO. 43	23	5-86386	1A
	14	5-86386	5A
1 THRU 1999 CHG. EFF.			

ADCN 68 63

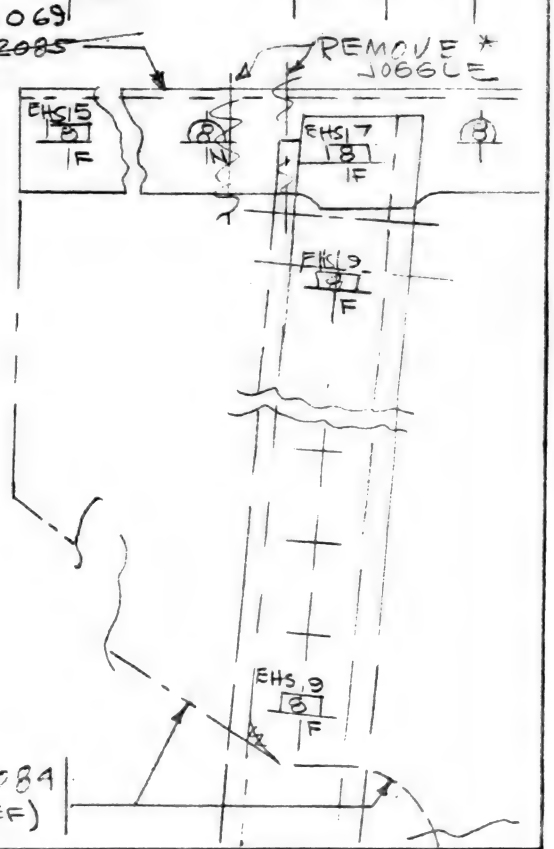
PARTS LIST ZONE	REPLACES	5-86386 -3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
4-65		✓	1	~~-2085~~	~~ANGLE, STIFF~~						
4-66		✓	1	~~-2086~~	~~OPP -2085~~						
	-2085	✓	1	-3069	ANGLE, STIFF	C10 5A	ALTER AND 10134-1205	10	—	SRF-2.30	S
	-2086	✓	1	-3070	OPP -3069						

IN ZONE C9 REPLACE -2085 WITH -3069 & -2086 WITH -3070, & ADD REF DOUBLER AS SHOWN:



A/P 001 REWORKED PER REJ TAG 137 072

IN ZN 89 & C9 CHG IND. CALLOUT & REMOVE JOGGLE AS SHOWN. REVISE DOUBLER ON 5-84084 (REF)



*ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

6-12-7 6-17-7

2-7000

1-88

MODEL 707

R. HOLLENBECK DRAFTED 6-6-57

CHECKED VONK 6-8

[redacted] H BROWN 6-10-7

APPROVED

APPROVED

6-18-57 DWG. REC. CLK

6-19-57 RELEASE

6-20-57CB B/P GROUP

REL TAG 137 072 REQUESTED

PROD. INFO.

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: FILLER REQD BETWEEN KEEL BEAM STIF & BHD WEB

A ISSUE NO.

95,000 CHG. NO.

SEC. NO. 43

1 THRU 1999 CHG. EFF.

BEAM INSTALLATION KEEL BODY STA 620-820 DWG. TITLE

ADCN	DRAWING NO.	SHT.
24	5-86386	1A

ADCN

PARTS LIST ZONE	REPLACES . . . -3000		REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	-3028	L	2	-3068	FILLER	B1 10A	.125	22	—	F-2.115	T
NEW		L	2	-3071	FILLER	B1 10A	.050 X 1.0 X 2.15	22	—	F-2.115	T
	-3025	L	1	-3073	ANGLE	B1 10A	BAC 1503-1062	10	—	F-2.30	R
	-3026	L	1	-3074	OPP -3073						
5-20				~~-3025~~							
5-21				~~-3026~~							
5-23				~~-3028~~							
NEW		L	13	ALPPH-T6-3	BOLT - LOCK PAN HEAD (BAC-B30AL-6-3			503			
9-51		L ~~L~~	75 ~~62~~	LC-C6	COLLAR						

CHG & ADD TO P/L AS SHOWN:

REF ADCN 8 SHT 10A

REF. ADCN 11 ON SH 3A
& ADCN 8 ON SH 10A

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

DCA 6451D 6-12-7

ADC C-87-3

8-7000

BODY

7-64 1T

MODEL 707		DWG. REC. CLK. (A 6-17-57)	BOEING AIRPLANE COMPANY
DRAFTED A. PONKE	5/21/57	RELEASE 6W6-18-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED Schwieger	5-31	B/P GROUP 6-18-57 CB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS ———		PETERSON 6-7000 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED D Burn	6/3/57	PROD. INFO. P	REASON: TO ALLOW MATERIAL OPTION
APPROVED [illegible]			

ADCN

ISSUE NO.	CHG. NO.	SEC. NO.	CHG. EFF.
95000	1-1999	46	

DWG. TITLE: SPLICE PLATE-KEEL BEAM CHORD STA 960

ADCN	DRAWING NO.	SHT.
1	69-4614	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		–	-1	SPLICE PLATE			~~3~~ ●			
		–	-2	OPP-1			3			

REVISE P/L AS SHOWN ABOVE

REVISE GEN NOTES AS SHOWN BELOW

ADD TO READ

2 4140 STEEL, MIL-S-5626 ANNEALED,
4340 STEEL, MIL-S-5000 ANNEALED OPT'

~~69-4615~~

REVISE 3 TO: 'MAKE FROM 69-4615-1, BAR STOCK OPT.'

ADD ● 'MAKE FROM 69-4615-2, BAR STOCK OPT.'

P NO PARTS MADE
B/S PLANNING IN ACCORD.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

11-13-2 2-7000

BODY

7-69 1T

MODEL 707		DWG. REC. CLK. 6-17-57	BOEING AIRPLANE COMPANY
DRAFTED A. PONKE	5/21/57	RELEASE 6W678-57 6-18-57CS	ADVANCE DRAWING CHANGE NOTICE
CHECKED [illegible]	529	B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS ———		PETERSON 6-7000 REQUESTED	☐ DEVIATION, ☒ VARIATION
APPROVED [illegible]	6/3/57	PROD. INFO. P	REASON: MAT'L. CHG. REQUIRED FOR HEAT TREAT
APPROVED [illegible]			

ISSUE NO.	SPLICE PLATE - KEEL BEAM CHORD STA 960 DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
95000 CHG. NO.	1	69-4613	—
SEC. NO. 46			
1-1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		-	-1	SPLICE PLATE			3			
		-	-2	OPP -1			6			

REVISE P/L AS SHOWN ABOVE

REVISE GEN NOTES AS SHOWN BELOW:

2 ~~4130 STEEL MIL-S-6758 ANNEALED~~
'4140 STEEL, MIL-S-5626 ANNEALED
4340 STEEL, MIL-S-5000 ANNEALED OPT' } ELR 161199
~~69-4615~~

3 'MAKE FROM 69-4615-1, BAR STOCK OPT.'

6 'MAKE FROM 69-4615-2, BAR STOCK OPT.'

P NO PARTS MADE
B/S PLANNING IN ACCORD

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

L & L-4510 6-6-7

UP 6-12-7

2-7000

ADCN

1-20 2T

MODEL 707		7-16-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON
DRAFTED H. MITCHELL	7/5/7	RLT 7/16/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED A. Keller	7/5/7	7-16-57 EC B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS R.O. Ld	7/5/7	Body GP. REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED D.M. Magnow	7-5-7		REASON: TO ADD SKYDROL RES FINISH FOR 707-320
APPROVED [illegible]	7-9-7	PROD. INFO.	

ADCN

ISSUE NO.	ADCN	DRAWING NO.	SHT.
ITEM ~~CHG.~~ NO. 4381	5	9-63874	1
SEC. NO. 43	6	9-63874	2
2001 & ON CHG. EFF.			

CHORD-KEEL BEAM STA 820-870
DWG. TITLE

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	-	-2000	CHORD		2	1	-	SRF -2.31 3	

ADD TO P/L AS SHOWN:

SHT. 1

SHT. 2

IN ZN A3

ADD TO CALLOUT AS SHOWN:

IN ZN A2

* 9-63874
9-63874-2000

CHG NOTE TO READ:

FINISH SRF-2.31 THIS DISTANCE (-*3000 & -2000 ONLY) ← Add

* ADCN (REF)

-2000 IS IDENTICAL TO 9-63874 EXCEPT FOR FINISH

7-12-7

8-20 57

MODEL 707		7-11-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON		BEAM INSTALLATION KEEL
DRAFTED A.B. BARNES	6-21-57	7/12/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO. PRR 10003-4	DWG. TITLE STATION 820-960
CHECKED C.A. KOON	6-22-57	7-15-57 TLC B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO.	ADCN 49 / DRAWING NO. 5-86387 / SHT. 1A
STRESS		6-7000 REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 43	9 / 5-86387 / 102
STANDARDS			REASON: LARGER INTERCONNECT REQUIRED		
APPROVED	6/29/57	✱ PROD. INFO.		1-1999 CHG. EFF.	

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	SHEET 1A										
3-13		~~✓~~	~~1~~	~~66-1862-1~~	~~CHANNEL~~						
	66-1862-1	✓	1	66-4879-1	CHANNEL						
3-14		~~✓~~	~~1~~	~~66-1862-2~~	~~OPP 66-1862-1~~						
	66-1862-2	✓	1	66-4879-2	OPP. 66-4879-1						
	SHEET 102										
2-30		✱✓	~~16~~ 8	4630H-02	NUT-PLATE (BACN10EN-3)						
1-11		~~✓~~	~~2~~	~~3126~~	~~DOUBLER~~						
	-3126	✓►	2	69-4848	FITTING						
2-37		✱✓	~~28~~ 20	AN520DD-109	SCREW-MACHINE						

CHANGE P/L AS SHOWN ABOVE

FOR PICTURE CHANGES SEE ADCN 21 ON SHEET 8A

► 1 THRU 199 & 301 THRU 1999

✱ SCRAP EXISTING PARTS

WORK PRESS. PSI	NUMBER TUBE ASSY	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
			END FITTINGS PER TUBE ASSY			ZONE CODE									

BAC 224 [illegible]

acc 7-10-57

ADCN 102 70

MODEL 707		DWG. REC. CLK.	BOEING AIRPLANE COMPANY	ISSUE NO.	CHORD-KEEL BEAM BODY STA 960-1140	
DRAFTED DOUG PRATT	3-21-7	RELEASE	ADVANCE DRAWING CHANGE NOTICE	CHG. NO.	DWG. TITLE	
CHECKED T J Rocks	4/3/57	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO.	ADCN / DRAWING NO. / SHT.	
STRESS H.E. Bryant	4/5/57	M. FALCONER 6-7000 REQUESTED	☐ DEVIATION ☒ VARIATION		~~3~~ 50-5331 -	
APPROVED	4/9/7		REASON: TO MAKE DRAWING APPLICABLE FOR A/P 1-1999		5 50-5331 -	
APPROVED	4-9-7	PROD. INFO.		CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	-	-3	OPP-1103						

IN P/L ADD -3 AS SHOWN ABOVE.

IN ZONE B7 UNDER "PLAN VIEW" ADD: "-3 OPP -1103"
IN ZONES B2 & B-7 ADD: "-3 OPP"

REPLACES ADCN 3
REASON: TO REMOVE -2 FROM P/L & CHANGE CALLOUT -1 TO -1103
DRAFTED: G. McDONALD 6/15/57
CHECKED: F.H. Thomson 6-18-7
APPD BY: Wickie 6/19/7
REQD' SHERSON 6-7000
PROD INFO: DWG. CLARIFICATION ONLY

IN TAB. BLOCK CHG ENTRIES AS SHOWN BELOW:

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
~~46~~	1	~~50-7933~~	~~707~~	1-1999	~~50-5331-2~~		
46	X	50-7933	707	~~1-1999~~	50-5331-1103		

ADCN 4-11-57 6000

MODEL 707	DWG. REC. CLK. 7-12-57	BOEING AIRPLANE COMPANY	ISSUE NO. A
DRAFTED R. PARKINS 4-18-57	RELEASE 7-15-57	ADVANCE DRAWING CHANGE NOTICE	CHG. NO. PRR 25000
CHECKED [illegible] 4-19-57	B/P GROUP RYAN	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 46
STRESS [illegible] 4-22	REQUESTED	☐ DEVIATION ☒ VARIATION	CHG. EFF. 1-1999
APPROVED	PROD. INFO. P	REASON: AFT END OF PART DOES NOT AGREE WITH 50-8272 FRAME INSTL. STA 1140 (ENGR ERROR)	DWG. TITLE CHORD - KEEL BEAM BODY STA 960-1140
APPROVED [illegible] 4-15-7			ADCN RY-4 / DRAWING NO. 50-5331 / SHT. —

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			~~-1~~	~~CHORD - KEEL BEAM~~						
			~~-2~~	~~OPP -1~~						
	-1		-1103	CHORD - KEEL BEAM		BAC 1506-1115 X221.7 (ALTER)	7075-T6 EXTR. QQ-A-277 T6 TEMP.	-	3	R
	-2		-1104	OPP -1103 EXCEPT AS SHOWN						

CHANGE PIL AS SHOWN ABOVE

AT ZONE B4 CHANGE END OF PART AS SHOWN

AT ZONE B3 CHG:

~~50-5331 -1 -2 OPP~~
50-5331 -1103, -1104 OPP.

AT ZONE B3 GEN NOTES

DELETE ~~LENGTH OF 221.12~~ ~~THIS IS A COMPUTED CHECK~~

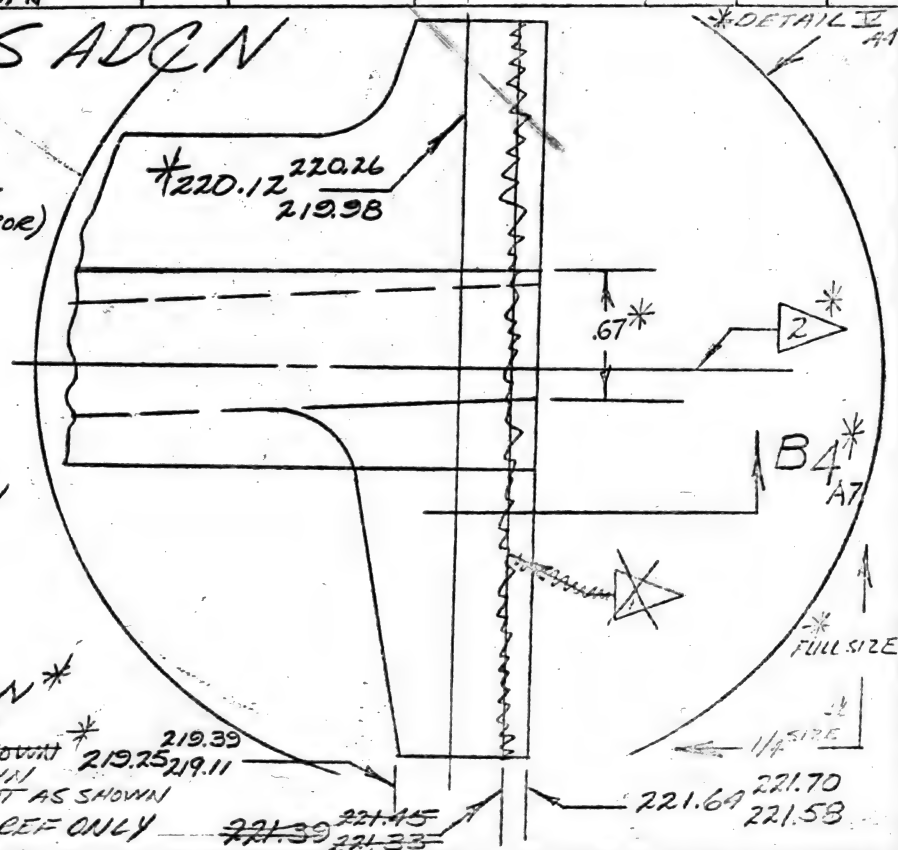
AT ZONE C3 & C7 CHANGE -2 TO -1104
AT ZONE A7 CHANGE: ~~-1~~ -1103
~~-2 OPP EXCEPT AS SHOWN~~
-1104 OPP EXCEPT AS SHOWN

P PARTS FABRICATED COVERED BY MRA ACTION. MRA # 22098 A/P 1 THRU 4

REF. THIS ADCN NOT COMPLETE WITHOUT ADCN RY-5 THIS DWG.

CANCELS ADCN RY-2

REASON: ADCN RY-2 ADDS INSUFFICIENT MATERIAL TO END OF PART (RYAN ENGR ERROR)



PLAN VIEW*

~~-1 AS SHOWN~~
~~-2 EXCEPT AS SHOWN~~ * 219.25 219.39 219.11
-1103 AS SHOWN
-1104 * EXCEPT AS SHOWN
* ADCN REF ONLY ~~221.39~~ 221.45 ~~221.33~~

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADCN ☑ 707

CHECKED	[illegible]	5/28/57
CHECKED	E.S.	6/19
APPROVED	[illegible]	6/19/57

AIRP. SEC. NO.	QTY PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

924 C-R5

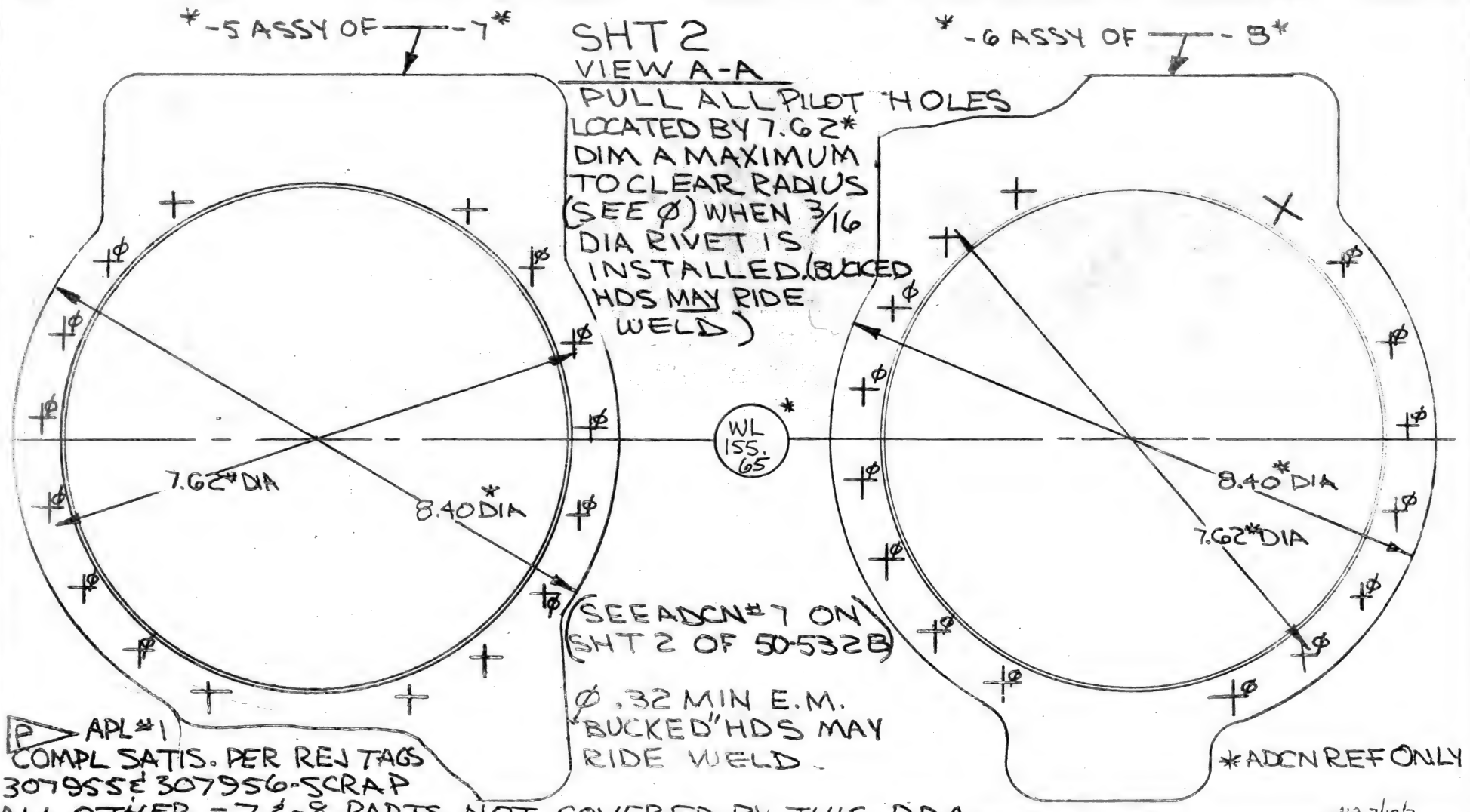
aac 6-26-7

2-7000

BODY 6.80 REJ TAGS 307955 & 307956

MODEL 707	7-22-57 DWG REC CLK	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	ISSUE No.	SHROUD INSTL WATER INJECTION TANK STA 860~960 DWG TITLE	
DRAFTED RAYA. STEWART 7-10-57	RELEASE 7-22-57	DRAWING DEPARTURE AUTHORIZATION	43 SEC. No.	DDA No.	DRAWING No.
CHECKED J. POTTER 7/15	7-22-5786 S/P UNIT	THE DWG WILL NOT BE CHANGED	95000 CHG. No.	1	50-5328
STRESS	REJ TAG REQUESTED	REASON: FASTENERS FALL ON EDGE OF WELD.	UNITS 1~17		
APPROVED	PROD INFO P				
APPROVED	SHOP INFO				
APPROVED	DCR No.		CHG EFF		

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P



P APL #1
COMPL SATIS. PER REJ TAGS 307955 & 307956-SCRAP
ALL OTHER -7 & -8 PARTS NOT COVERED BY THIS DDA

AHP 7/19/57

BAC 925 A-R3

R.W. 6-4510 7-16-7

MODEL 707	D17-18-53 DWG REC CLK	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	PRE 10003-4 ~~INTER~~ No.	BEAM INSTALLATION KEEL DWG TITLE STATION 820-860	
DRAFTED A B. BARNES	RH 7/19/57 RELEASE	DRAWING DEPARTURE AUTHORIZATION	SEC No. 43	DDA NO.	DRAWING NO.
CHECKED C.A. KOON 6-27-57	7-19-57 EL B/P UNIT	THE DWG WLL NOT BE CHANGED		7	5-86387
STRESS	6-7000 REQUESTED	REASON: LARGER INTER CONNECT REQUIRED			
STANDARDS	PROD INFO				
APPROVED 6/27	SHOP INFO		1-3 CHG EFF		
APPROVED	DCR No.				

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX.)	MATERIAL	HEAT TREAT	FINISH

SEE DDA DRAWING 69-5371 SHTS 1 & 2

BODY

2.70

MODEL 707		DWG. REC. CLK. 7-18-57	BOEING AIRPLANE COMPANY
DRAFTED R. ATKINSON 7-9-57		RELEASE 7-19-57	**ADVANCE DRAWING CHANGE NOTICE**
CHECKED [signature]	7/13/57	B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED			REASON: TO ALLOW BASE STEP CUT TO BE MADE ON SPAR MILL & TO ELIMINATE ADDITIONAL TOOLS
APPROVED [signature]	7-15-57	P PROD. INFO.	

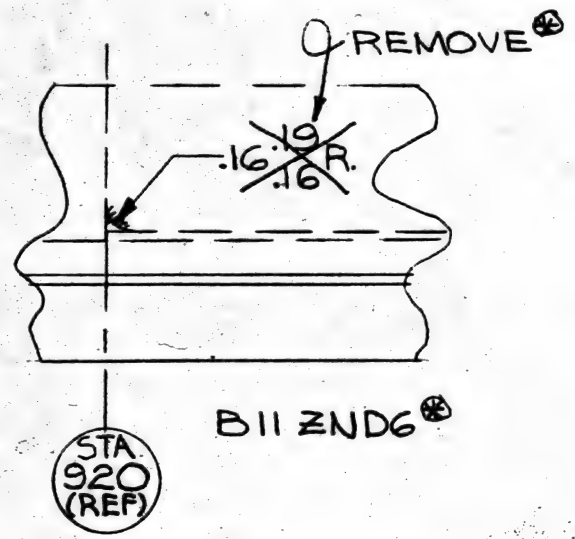
ISSUE NO.	ADCN	DRAWING NO.	SHT.
CHG. NO. PRR95000	1	65-4788	1
SEC. NO. 43			
SAME AS			
CHG. EFF. DWG			

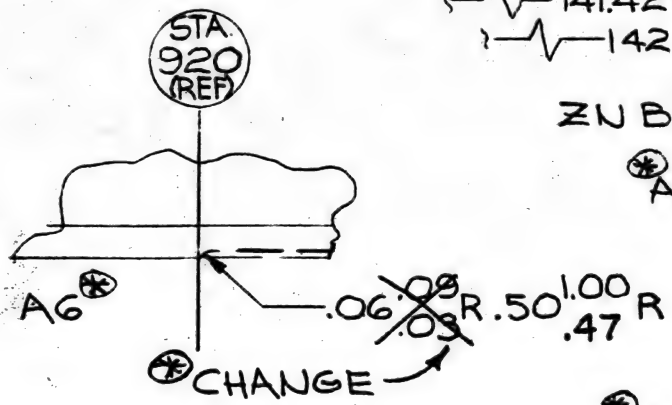
DWG. TITLE: CHORD-LOWER KEEL BEAM, STA 820 TO 960

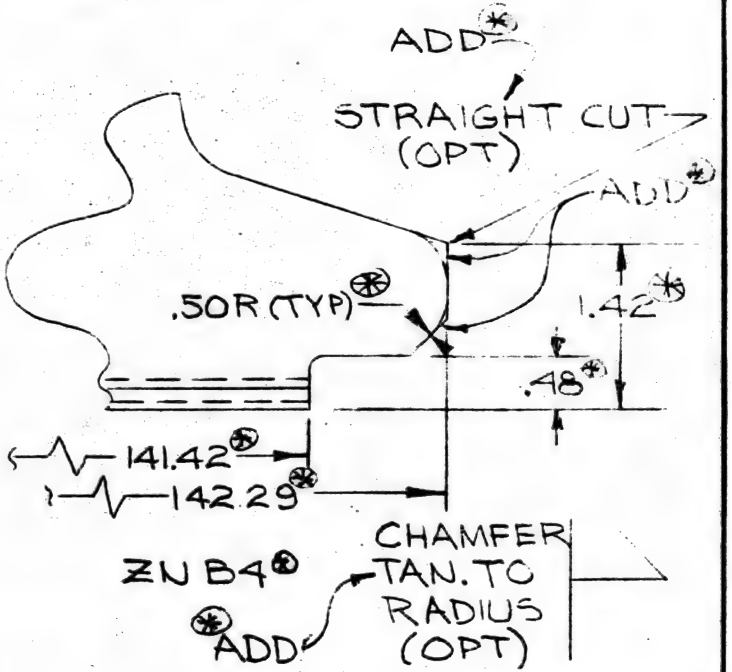
ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE DWG, CHANGE & ADD CALLOUTS AS SHOWN BELOW:







R ULERY, 6-4510; ELR 161269, 6-26-57

P NO PARTS MADE; PLANNING HELD FOR CHANGE.

* ADCN REF. ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 934 C-65

RQ 64510 7-15-7

acc 7-19-7

2-7000

1-82 2T

MODEL 707	DWG REC CLK JP 7-19-57	BOEING AIRPLANE COMPANY	A	BEAM INSTL-KEEL	
DRAFTED [illegible]	RELEASE ADS 7-19-57	DRAWING DEPARTURE AUTHORIZATION	ISSUE No.	DWG TITLE STA 820-960	
CHECKED [illegible]	B/P GROUP 7-22-57 EC	THE DWG WILL NOT BE CHANGED	PRR 10003-5	DDA No. 14	DRAWING No. 5-86387 SHT 1A
STRESS	REQUESTED 6-7000	REASON: WATER INJECTION LINES RE-ROUTED	~~CHG~~ No.		
APPROVED [illegible] 7/4	PROD INFO		SEC. No. 43		
APPROVED [illegible] 7-11	SHOP INFO		1 THRU 3		
APPROVED [illegible] 7-11	ELR OR DCR		CHG EFF		

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

SEE DDA DWG 69-5542 SHT 1 & 2

JP 7-13-7

WING

4-70

MODEL 707		7-19-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED SCHNELLE	7/10/7	7-19-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED HEDSTROM	7/13/7	7-19-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		P PROD. INFO.	REASON: LOCALIZE 80 FINISH AREA & LINE OMITTED
APPROVED Baihly	7-15-57		

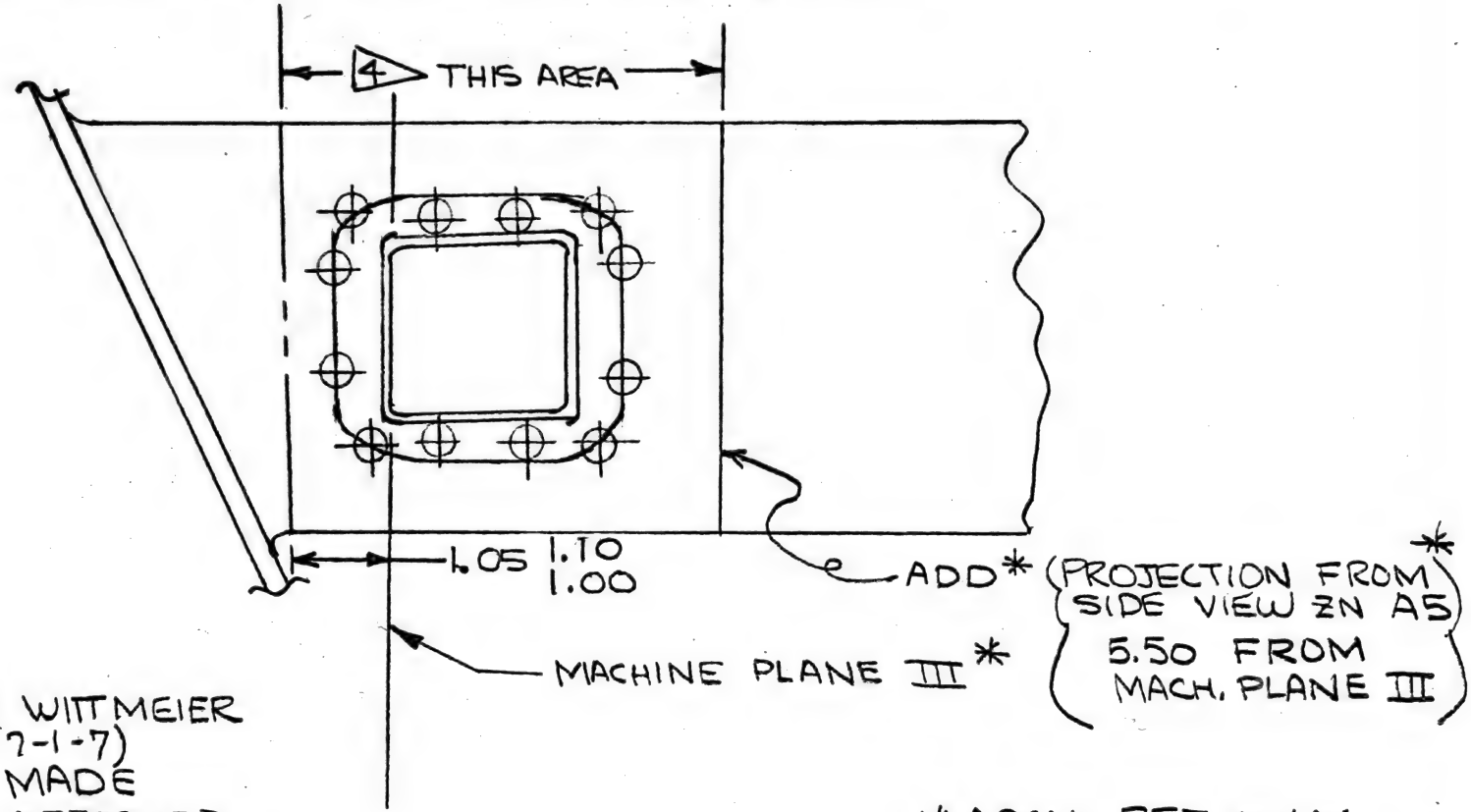
ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 95000	1	65-6082	—
CHG. NO.			
SEC. NO. 12			
SAME AS DWG			
CHG. EFF.			

FITTING VENT SPLICE WING
DWG. TITLE BL 59.24

ADCN 1 TR 7-17-7

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN PLAN VIEW ZN C6 CHG AS SHOWN-



R ELR# 153700 WITMEIER G-4510 (7-1-7)

P NO PARTS MADE PLANNING AFFECTED

*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 926 C-RS

L & L 4510 7-15-7

2-7000

BODY

2-60

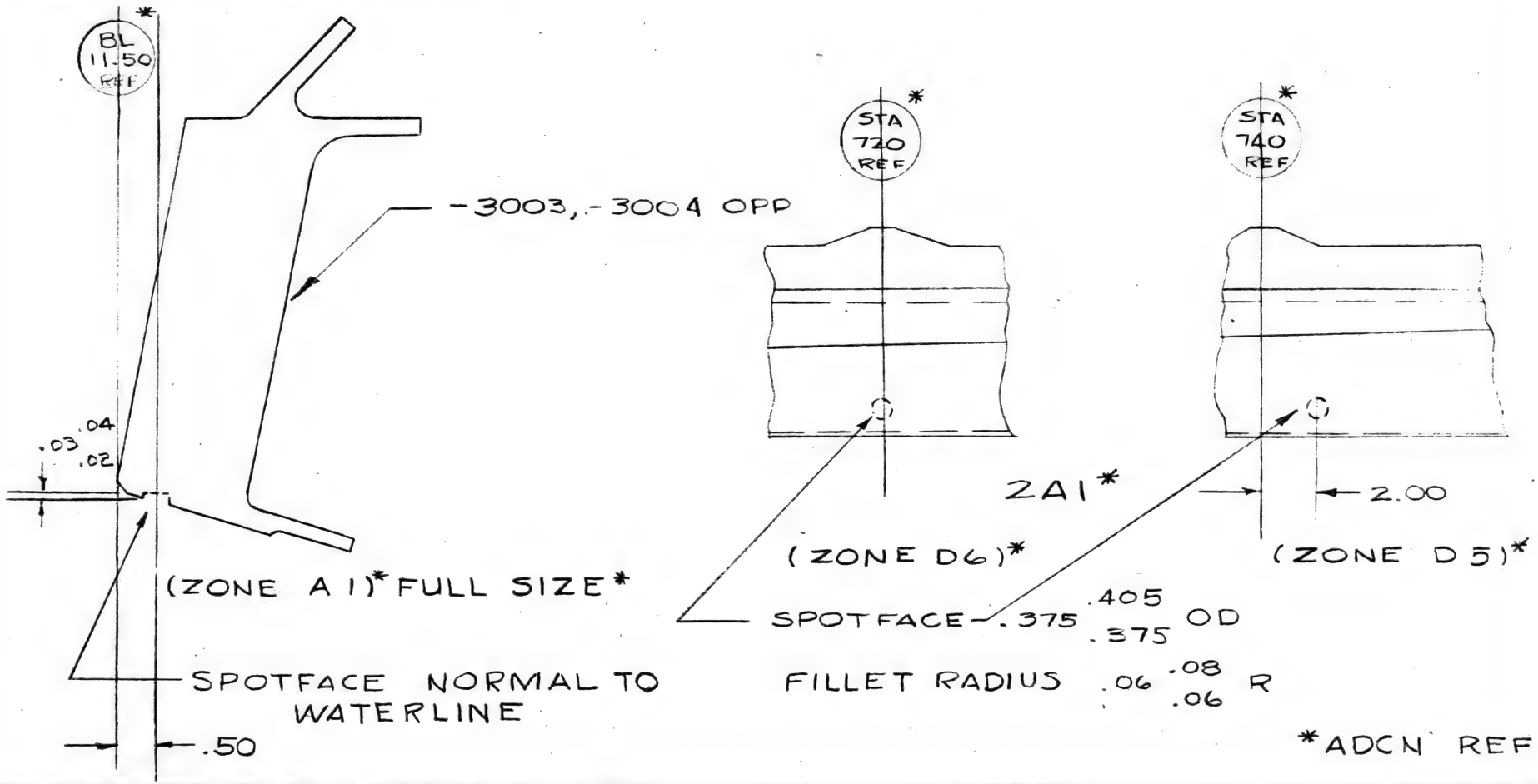
MODEL 707		7-16-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED UNDERWOOD	7-3-7	RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED	7-8-57	B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS	7/8/7	6-7000 BODY REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED	7/11/7		REASON: TO PERMIT ACCURATE FUEL LOADING
APPROVED	7/11/7	PROD. INFO.	

ISSUE NO.	CHORD-LOWER KEEL BEAM STA 620-820 DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
A			
CHG. NO. PRR 10856	10	5-89372	2A
SEC. NO. 43			
1-1999 CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ON SHEET 2A ADD SPOTFACES IN ZONES A1, D5 & D6 TO DRAWING AS SHOWN BELOW.



AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BODY

2-20 3T R/T # 110902

MODEL 707		DWG. REC. CLK 7-16-57	BOEING AIRPLANE COMPANY
DRAFTED TIM P. TAYLOR	7/1/57	RELEASE 7-16-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED PARRINELLO	7-3-57	S/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		6-3580 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		P PROD. INFO.	REASON: CONFLICTING & MISSING FASTENER CALLOUTS.
APPROVED Carter	7/8/57		

ISSUE NO.	CHG. NO.	SEC. NO.	CHG. EFF.
A	95000	43	1-1999

BEAM INSTALLATION KEEL
DWG. TITLE BODY STA 620-820

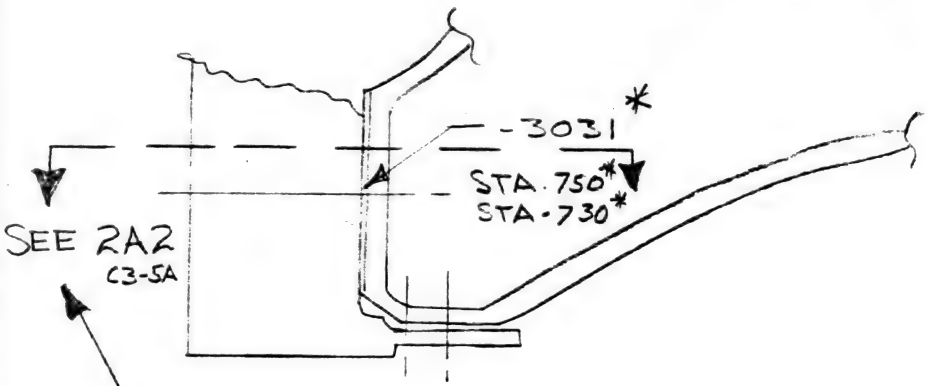
ADCN	DRAWING NO.	SHT.
9	5-86386	10A
4	5-86386	4A
15	5-86386	5A

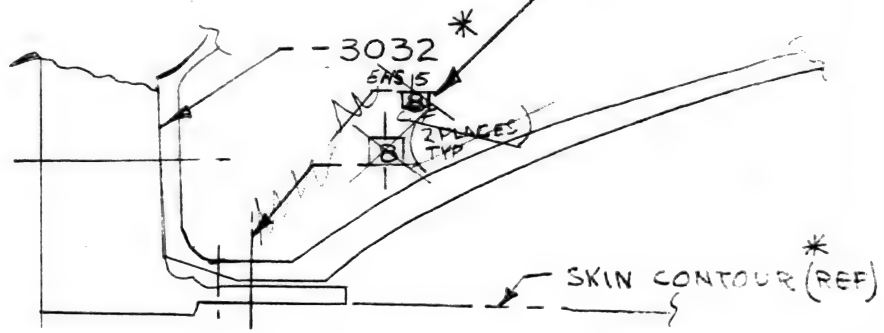
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

* SHT 5A, ZN C2, VIEW 2A2 CHANGE CALLOUT OF ~~.254 .250~~ DIA HOLE TO READ: .250 .254 DIA HOLE
~~NAJ-5-045~~
~~NAS-517-4-5~~
~~(2 PLACES)~~
NAJ-5-045
NAS-517-4-5
(2 PLACES)
SPOTFACE 5/8 DIA X .06 R
MIN. DEPTH TO SEAT - IF REQ.

* ZN A8 SHT 10A *
ZN A7 SHT 10A *
DELETE
(1 PL. AS SHOWN) *
(IN EACH VIEW)

* & SYM





C2-3A * STA 810

C3-3A * STA. 800

* SHT 4A *
IN ZN. B4 & B7, VIEW'S C9-3A & C11-3A ADD SECTION INDICATION & CALLOUT AS SHOWN. (1 PLACE EACH VIEW)

P APL # 1 COMPLETED SATISFACTORY PER R/T # 110902, ITEM'S 2, 3 & 4.
PLNG & TOOLS IN ACCORD

(* ADCN REF ONLY)

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

77G45107 3/3

2-7000

BODY

3-89

ELR NO.	MODEL NO.	DWG. REC. CLK	BOEING AIRPLANE COMPANY	ISSUE NO.	DWG. TITLE
795	707	6-24-57 / 6/24/57	ADVANCE DRAWING CHANGE NOTICE	E	STIFFENER ANGLE KEEL BEAM WEB STA 940 & 953

			RELEASE	B/P GROUP	NO CHANGE SEE BELOW
DRAFTED	P Kara	6/17/57	6-24-57		
CHECKED	R Lott	6/19/57			
STRESS					
APPROVED	Bartle	6-20-57			

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION

REASON: TO PROVIDE PROPER FINISH

PRR 9500 CHG. NO. 43

SEC. NO. 1-1999

CHG. EFF.

ADCN	DRAWING NO.	SHT.
4	6-74884	—

ORIGINATOR	PHONE	PLANNING	PHONE
REQ. William Schuver	4193	PEKASKY	3469
APP. William Schuver			
DEPT. 6-4800 BOX NO. 90-19		BOX NO. 91-90	

ENGINEERING LIAISON REQUEST

ELR

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			-5						▷ F2.115	

CHANGE P/L AS SHOWN ABOVE

IN GENERAL NOTES REMOVE ▷

PROD. INFO. REWORK AIRPS #1&2 BY BRUSH COATING MATING SURFACE

STATUS OF TOOLS &/OR PLANNING DETAIL PLANNING AFFECTED - REWORK PARTS INSTALLED

STATUS OF COMPLETED AIRP. &/OR PARTS

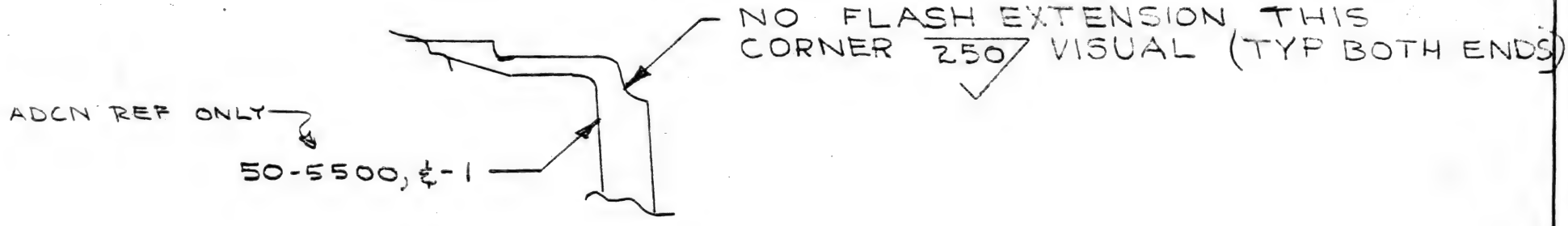
BODY 3-69 R/T 249589

MODEL 707		DR 6-24-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	E	SUPPORT FORGING KEEL BEAM STA 830-910
R ARCHIBALD DRAFTED	6/15/57	ENG 6/24/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE
CHECKED A.L. Pitcher	6/15/7	6-24-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	95000 CHG. NO.	ADCN 4 / DRAWING NO. 50-5500 / SHT. 1
STRESS		REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 43	
APPROVED Walmsley	6-15	P PROD. INFO.	REASON: FLASH CAUSES INTERFERENCE		
APPROVED				1-199 301-1999 CHG. EFF.	

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN A4 ADD NOTE AS SHOWN



P REWORK EXISTING PARTS NOT INSTALLED (AIRPLANE #2 SATISFACTORY PER R/T 249589)
APPLY F.2.30 FINISH TO REWORKED SURFACE

R JOHNSON 6-3380

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

D6C-834 C-R3

8P 6-4510 ace 6-21-7 8-7000

6-95 IT

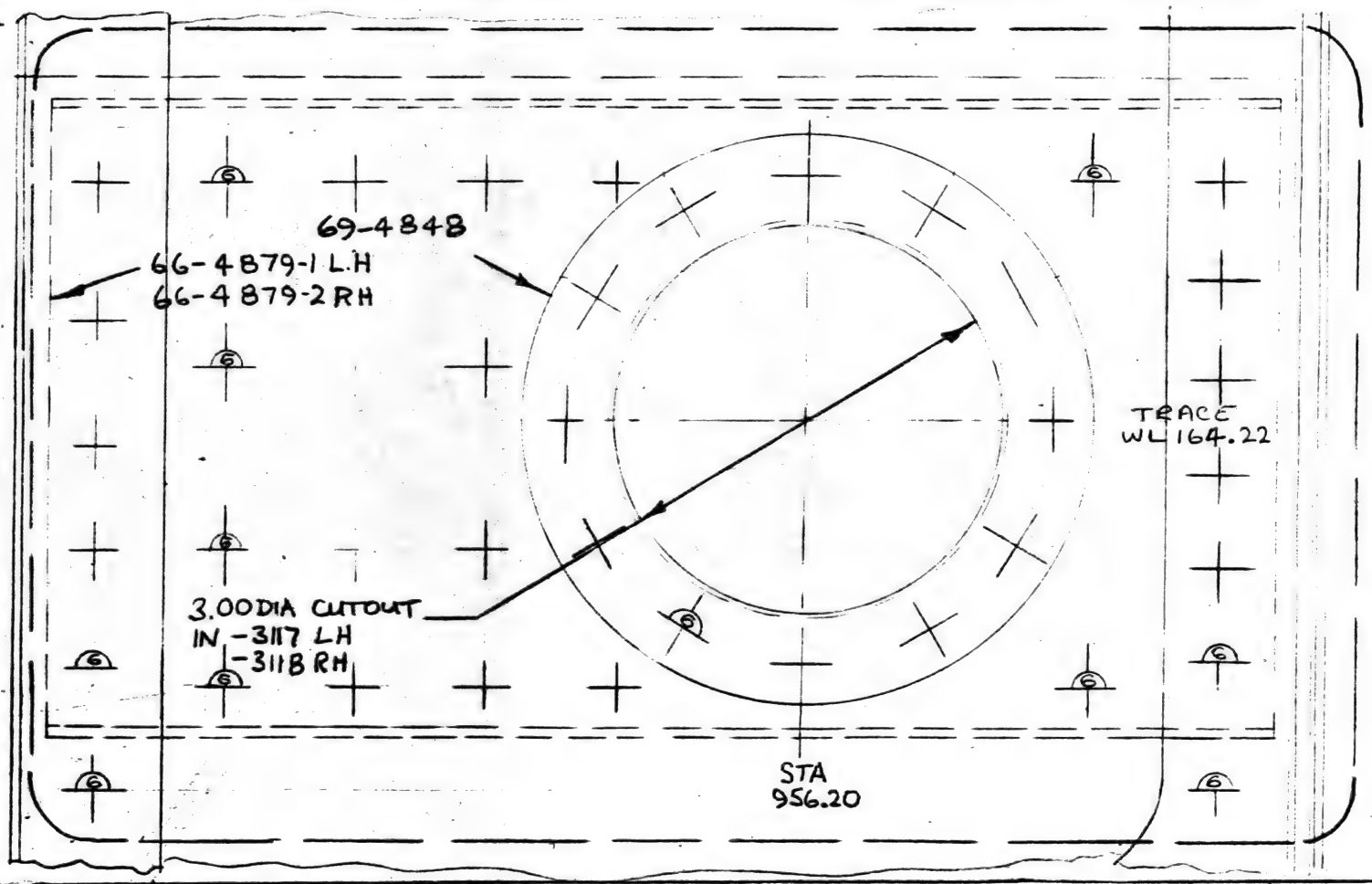
MODEL 707		7-10-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	B ISSUE NO.	BEAM INSTALLATION KEEL
DRAFTED A. B BARNES	6-7-7	7C 7-10-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	PRR 10003-4 CHG. NO.	DWG. TITLE STATION 820-960
CHECKED	6-18-7	7-10-57 M16 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 43	ADCN 21 / DRAWING NO. 5-86387 / SHT. 8A
STRESS	6/18/7	6-7000 REQUESTED	☐ DEVIATION ☒ VARIATION	4-199	
APPROVED	6/21/7		REASON: LARGER INTERCONNECT REQUIRED	301-1999 CHG. EFF.	
APPROVED	7/3/7	PROD. INFO.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZONE C2
ADD STICKER
VIEW (3)

SEE ADCN 21
ON SHT 1A
FOR COMPLETE
CHANGE



AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

7-10-7

2-7000

9-20 LT

MODEL 707	DWG. REC. CLK. 7-3-57	BOEING AIRPLANE COMPANY	ISSUE NO. FRR 95000
DRAFTED R. PARKINS 4-20-57	RELEASE 7-3-57	**ADVANCE DRAWING CHANGE NOTICE**	CHG. NO.
CHECKED [illegible] 4/26/57	B/P GROUP 7-3-718	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 46
STRESS [illegible] 4/27	REQUESTED RYAN	☐ DEVIATION ☒ VARIATION	
APPROVED	PROD. INFO. P	REASON: E.D. NEEDED ON KEEL BEAM - R.H. AT STA 1091.50 ℄ AFT END OF 50-5331 DOES NOT AGREE WITH 50-8272 FRAME INSTL STA 1140 (ENGR. ERROR)	CHG. EFF. 1-99 ℄ 201-1999
APPROVED [illegible] 4-27			

PANEL INSTALLATION BOTTOM BODY
DWG. TITLE STA 960-1265.20

ADCN	DRAWING NO.	SHT.
RY-6	50-7933	1
RY-12	50-7933	2
RY-5	50-7933	3

PARTS LIST ZONE	REPLACES	50-7933	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~1-66~~		V	1	~~50-5331-1~~							
~~1-67~~		V	1	~~50-5331-2~~							
	50-5331-1	V	1	50-5331-1103	CHORD - KEEL BEAM	C10 2					
	50-5331-2	V	1	50-5331-1106	OPP. 50-5331-1103	B10 2					

ON S/1 CHANGE P/L AS SHOWN ABOVE

ON S/2 BOTTOM VIEW
CHANGE: AT ZONE B10 ~~50-5331-2~~ 50-5331-1106
AT ZONE C10 ~~50-5331-1~~ 50-5331-1103

ON S/3 VIEW C11-2
CHANGE: AT ZONE B10 ~~END OF 50-5331-1~~ END OF 50-5331-1103 ~~50-5331-2 OPP.~~ 50-5331-1106 OPP.
CHANGE CALLOUT: ~~50-5331-1~~ 50-5331-1103 ~~50-5331-2 OPP.~~ 50-5331-1106 OPP.
AT ZONE B4 VIEW A4
CHANGE CALLOUT:
~~50-5331-1~~
~~50-5331-2 OPP.~~
50-5331-1103
50-5331-1106 OPP.
AT ZONE A4 VIEW 2862
CHANGE CALLOUT:
~~50-5331-1~~
~~50-5331-2 OPP.~~
50-5331-1103
50-5331-1106 OPP.

ON S/2 ZONE B7 ADD TAB TO KEEL BEAM R.H. ON F/D AS SHOWN.

CANCELS ADCN RY-5 S/1, RY-8 S/2 ℄ RY-3 S/3

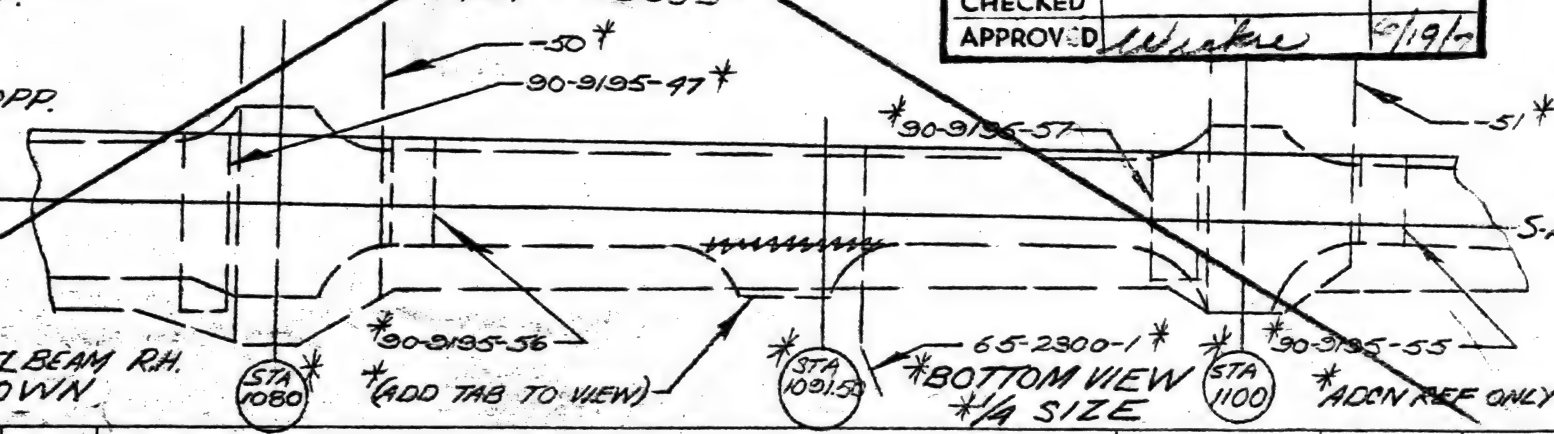
REASON: PART NOS. CHANGE PER ADCN RY-4 AGAINST 50-5331 ℄ RY-6

MRR # 58584 DTD 4-17-57

P DWG CLARIFICATION ONLY SEE ADCN RY-4 ℄ RY-5 AGAINST DWG 50-5331 APL 1 THRU 4 COVERED BY MRA # 38335

☐ BAC RELEASED ☐ KC-135
☒ CANCLD BY BAC ADCN #13, #11, ℄ #9 ☒ 707

CHECKED	[illegible]	6-18-7
CHECKED		
APPROVED	[illegible]	6/19/57



CT-2-35 ENG. PHG. ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

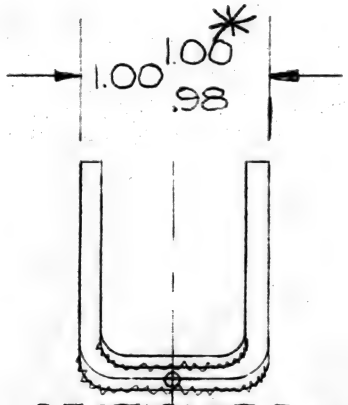
11-80

MODEL 707		DWG. REC. CLK 7-2-57	BOEING AIRPLANE COMPANY
DRAFTED R. ATKINSON 6-27-57		RELEASE 7-2-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED Schnello	6/27/7	B/P GROUP 7-3-57	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED T. M. Willis	7/1/7		REASON: TO ELIMINATE EXCESSIVE HANDWORK.
APPROVED Bailey 7-2-57		PROD. INFO.	

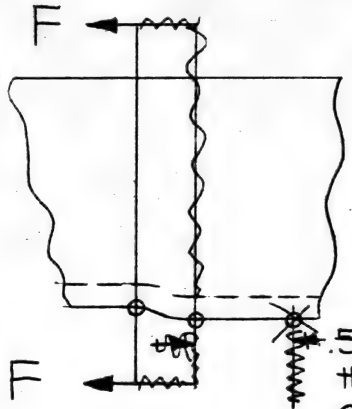
ISSUE NO.	ADCN	DRAWING NO.	SHT
PRR 95000	1	65-48453	1
CHG. NO.			
SEC. NO. 43			
SAME AS DRAW- CHG. EFF. ING			

CHORD-KEEL BEAM STA. 600E-600K-5-29
DWG. TITLE

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P



SECTION F-F B8

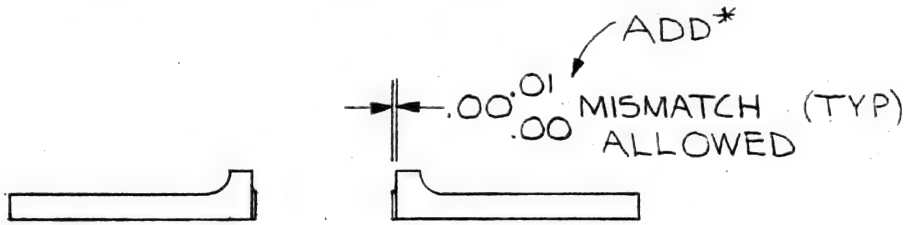


~~.50 BLEND .19RAD. INTO 90° EDGE OVER THIS DISTANCE.~~

CHANGE AND ADD TO DRAWING AS SHOWN:

ULERY, 6-4510; ELR 153679, 6-22-57

NO PARTS MADE
PLANNING AFFECTED



SECTION A-A B4

*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

R 6-4510 7-1-7

JP 7-5-7

2-7000

BODY

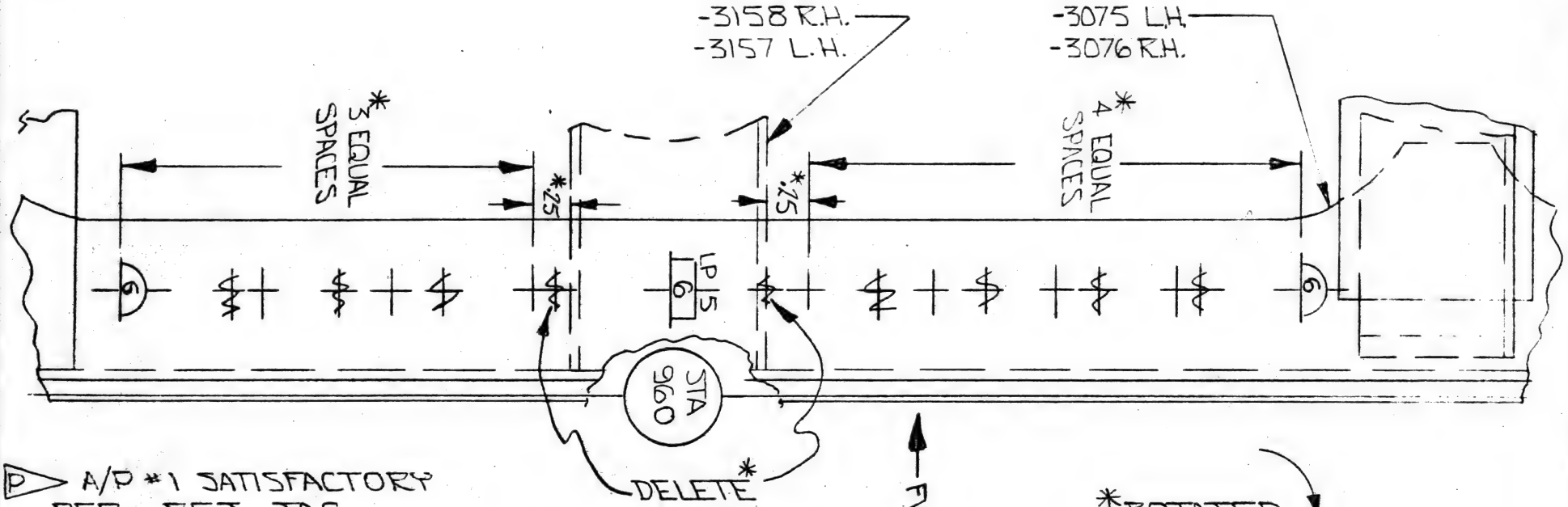
ELR# 156408 1-89 IT

ADCN

MODEL 707		7-17-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	B ISSUE NO.	BEAM INSTALLATION KEEL DWG. TITLE STA 820-960	
DRAFTED C.E. ANSON	7-9-7	7-17-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE		ADCN	DRAWING NO. SHT.
CHECKED J.R. GIBBONS	7/9/7	7-17-57 EC B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	95000 CHG. NO.	25	5-86387 8A
STRESS H.E. Bryant	7/9/7	REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 43.		
APPROVED		P PROD. INFO.	REASON: TO ELIMINATE INTERFERENCE BETWEEN RIVETS & -3158 R.H., -3157 L.H.	AS TABULATED CHG. EFF.		
APPROVED Carter	7/11/57					

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN Z.N. B2 DELETE (2) RIVET LOCATIONS & RE-SPACE RIVETS AS SHOWN



P A/P #1 SATISFACTORY PER REJ TAG

A/P #2 IN ACCORD TDR REQUIRED

A/P #3 IN ACCORD FOR PAPER CHANGE

A/P #4 & ON MUST COMPLY

5-86387-951 & 952 ALREADY REWORKED BY 6-3760

*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

10-76

MODEL 707		DWG. REC. CLK. 7-1-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON
DRAFTED H. MITCHELL	7/31/7	RELEASE RM 7/11/57	ADVANCE DRAWING CHANGE NOTICE
CHECKED R Keller	7/31/7	B/P GROUP 7-11-57	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED R M Mason	7-31-7		REASON: TO CORRECT P/L
APPROVED	7-5	PROD. INFO.	

ISSUE NO.	BULKHEAD INSTL. KEEL BEAM STA 840		
	DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
ITEM ~~CHG~~ NO 4381	1	65-5626	1
SEC. NO. 43			
2001 & ON CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES		REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~3-55~~		~~V~~	~~1~~	~~6-83517-3002~~	~~ANGLE STIFF~~	~~C8L~~					
~~3-54~~		~~V~~	~~1~~	~~6-83517-3001~~	~~ANGLE STIFF~~	~~B8L~~					
	6-83517-3002	V	1	6-83517-3005	ANGLE STIFF	C8R					
	6-83517-3001	V	1	6-83517-3004	ANGLE STIFF	B8R					

CHANGE P/L AS SHOWN:

ADCN 10-7

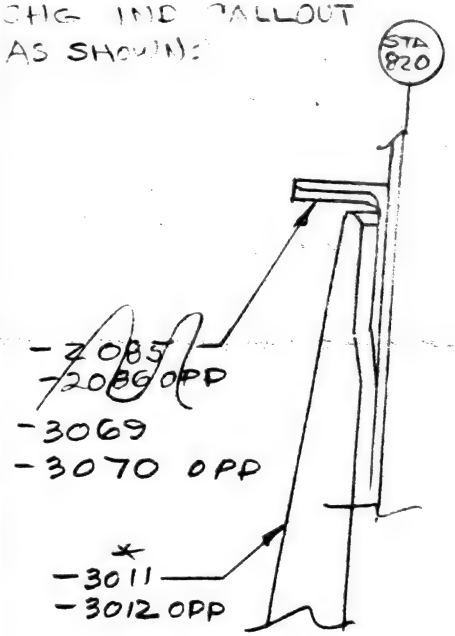
1-19 21

MODEL 707		6-18-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE	A ISSUE NO.	BEAM INSTALLATION KEEL BODY STA 620-820 DWG. TITLE
R. HOLLENBECK DRAFTED	5-27 57	6-19-57 RELEASE	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	95,000 CHG. NO.	ADCN 3 DRAWING NO. 5-86386 SHT. 4A
CHECKED VONK	6-8	6-19-57 B/P GROUP	☐ DEVIATION ☒ VARIATION	SEC. NO. 43	7 5-86386 10A
STRESS ——		REJ TAG 13707 & 305295 REQUESTED	REASON: JOG NOT REQD OVER EXTENDED REF. DOUBLER & RIVET CANNOT BE INSTALLED		
APPROVED [signature]	6-10	▷ PROD. INFO.		1 THRU 1999 CHG. EFF.	
APPROVED					

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ON SH 4A:

CHG IND CALLOUT AS SHOWN:



A10-5A

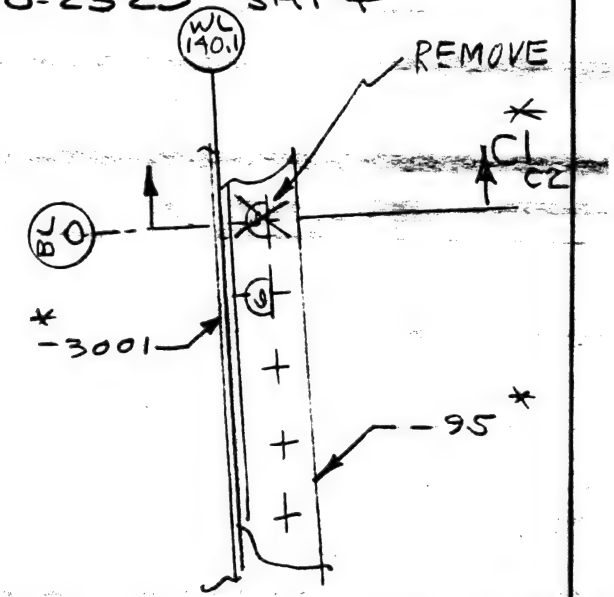
(REF. ADCN #23 ON SH 1A & ADCN #14 ON SH 5A)

*ADCN REF

▷ A/P 001 REWORKED PER REJ TAG 305295

ON SH 10A

IN ZN C1 SECN VIEW 2A2 REMOVE ONE (1) RIVET LOCATION AS SHOWN, ADD REF STRUCTURE AT BLO PER 50-2529 SHT 4



AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

DRM 6-5-10 6-12-7

ADCN 5 5

D1-7000

1-78

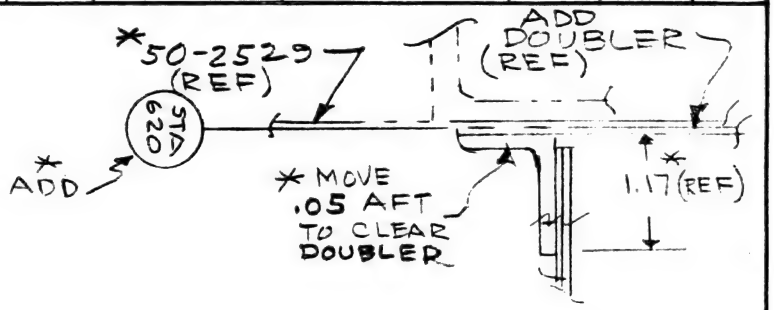
MODEL 707		276-18-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
R. HOLLENBECK DRAFTED	6-6 57	6-19-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED VONE	6-8	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS Glayton	6/8/7	REJ TAG 137 072 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED Gnoett	6-10-7	P PROD. INFO.	REASON: FILLER REQD BETWEEN KEEL BEAM STIF & BHD WEB. LOCKBOLTS ADDED.
APPROVED			

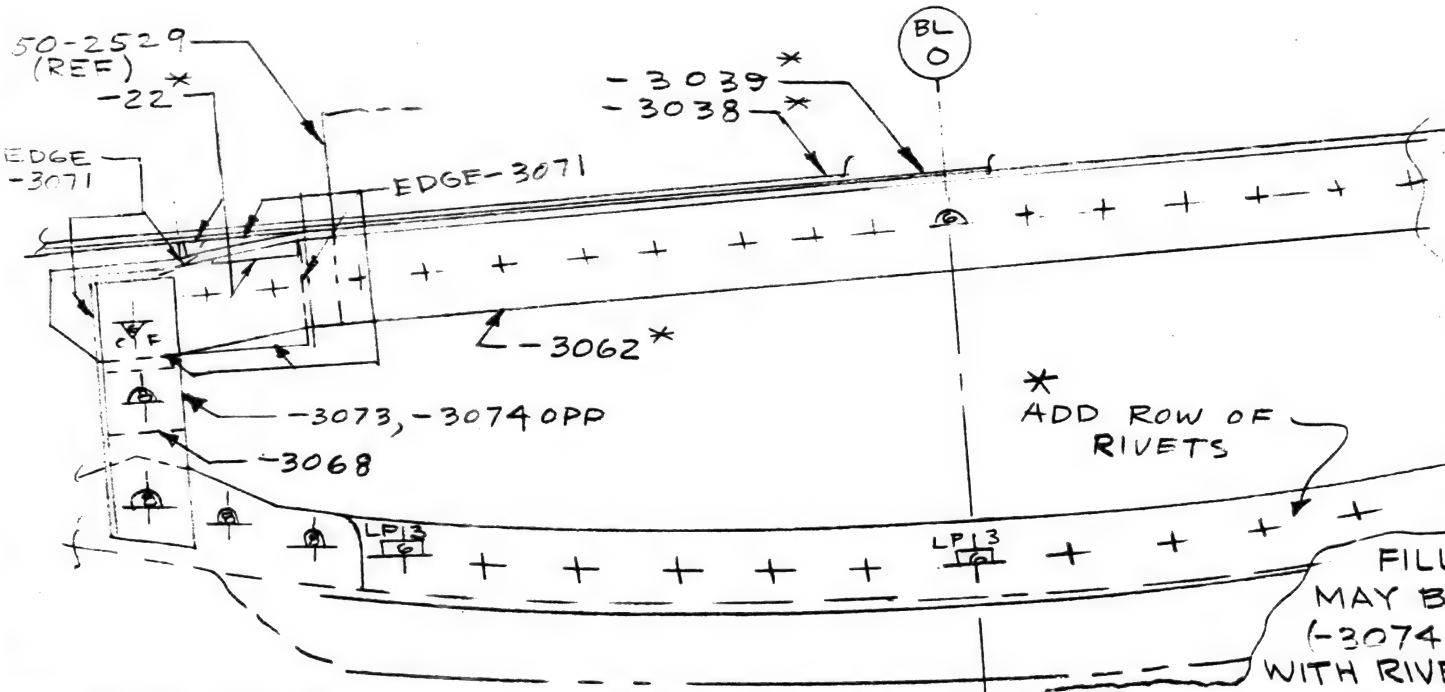
ISSUE NO.	BEAM INSTALLATION KEEL BODY STA 620-820 DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
95,000 CHG. NO.	8	5-86386	10A
SEC. NO. 43			
1 THRU 1999 CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN SECN VIEW ZA2 ZONE 1 (STICKER VIEW (1))
ADD 50-2529 REF STRUCT, ADD -3071, REPLACE -3028 FILLER WITH -3068; REPLACE -3025 (-3026 OPP) ANGLE WITH -3073 (-3074 OPP) & ADD LOCKBOLTS AS SHOWN.





IN SECN VIEW C1 ZN C2 ADD DOUBLER TO 50-2529 (REF), RELOCATE & CHG LENGTH OF -95 (-3062 REF ADCN 3 SH 10A) LEG TO AGREE WITH VIEW IN ZN 12 SH 3A & ADD STA CALLOUT AS SHOWN.

P APL 001 REWORKED PER REJ TAG 137 072 FOR FILLERS ONLY. SCRAP EXISTING -3028 FILLERS. -3025 (-3026 OPP) MAY BE REWORKED INTO -3073 (-3074 OPP). PLANNING NOT IN ACCORD WITH RIVET ADDITION. AIRP 001 IS SATISFACTORY WITH REGARD TO RIVETS ADDED PER REJ. TAG # 244988

REF ADCN 24 ON SH 1A & ADCN 11 ON SH 3A

*ADCN REF ONLY.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R1

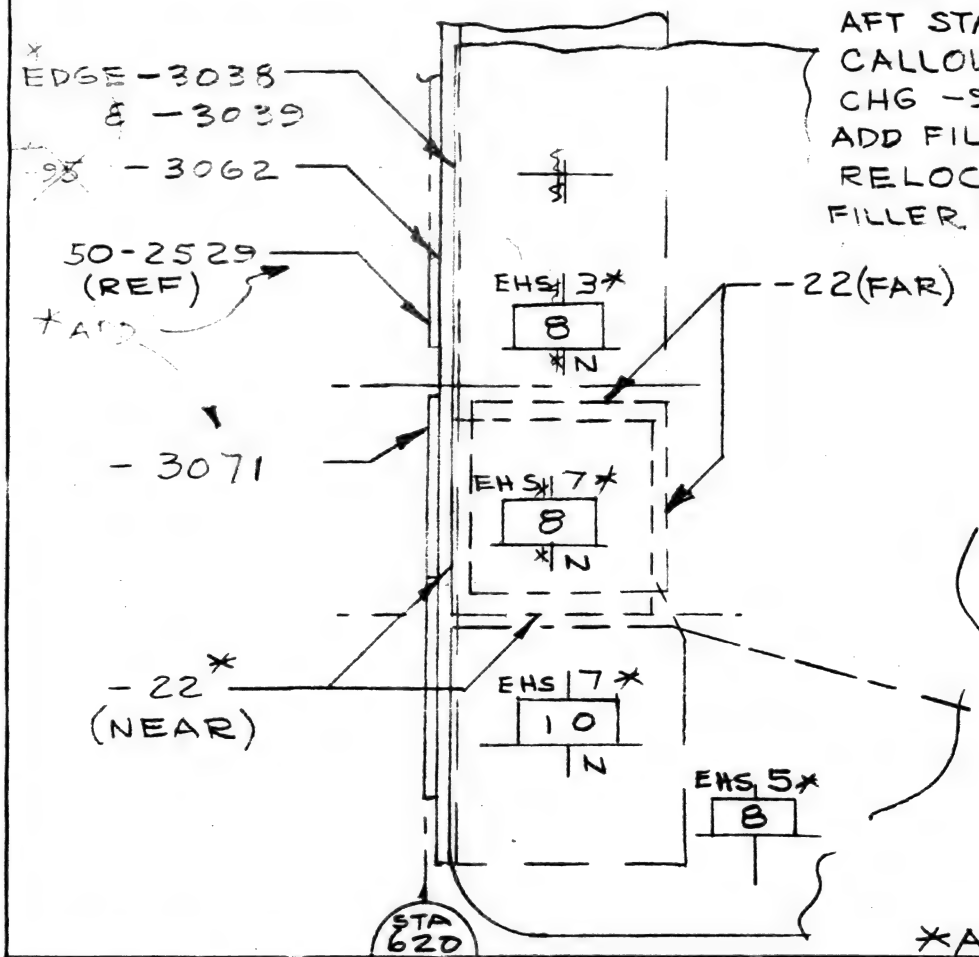
1-84

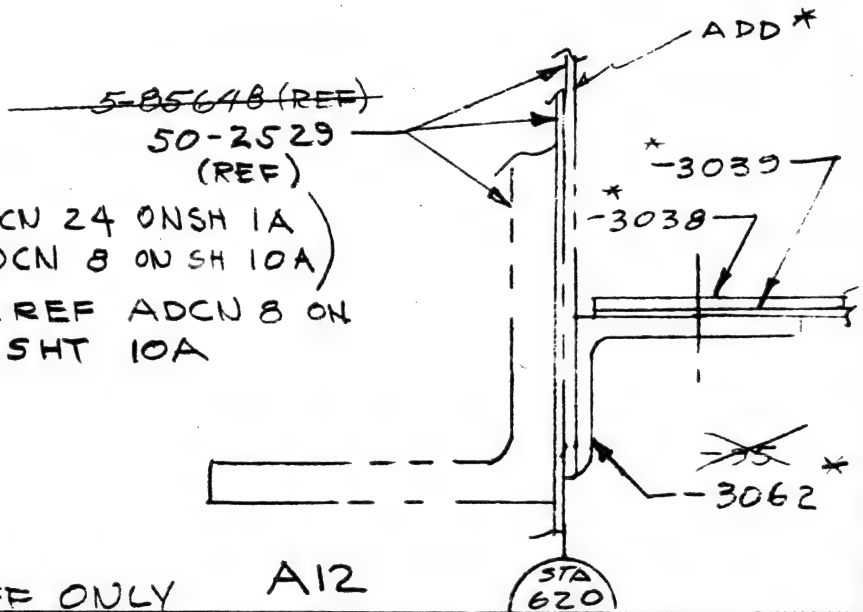
MODEL 707		5-16-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	A ISSUE NO.	BEAM INSTALLATION BODY KEEL STA 620-820 DWG. TITLE
P. HOLLENBECK DRAFTED	6-6 57	6-17-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	95.000 CHG. NO.	ADCN 11 / DRAWING NO. 5-86386 / SHT. 3A
CHECKED VOLK	6-8	6-19-57 B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	43 SEC. NO.	
STRESS		REJ TAG 137 072 REQUESTED	☐ DEVIATION ☒ VARIATION		
APPROVED G. Brown	6-10-7		REASON: FILLER REQD BETWEEN KEEL BEAM STIF & BHD WEB	1-1999 CHG. EFF.	
APPROVED		PROD. INFO.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN STICKER VIEW (1)
ZN A12 ADD DOUBLER AFT STA 620 WITH CALLOUT 50-2529 (REF).
CHG -95 TO -3062 & RELOCATE.
ADD FILLER -3071
RELOCATE -22
FILLER (FAR) OFF RADIUS.

IN STICKER VIEW (2)
ZN B11
CHG SECN VIEW A12 TO SHOW REF DOUBLER AFT STA ℄
CORRECT REF CALLOUT
RELOCATE -95 (-3062 PER ADCN 5 SH 3A.)





(REF. ADCN 24 ON SH 1A & ADCN 8 ON SH 10A)
REF ADCN 8 ON SHT 10A

*ADCN REF ONLY

A12

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 944 C-83

10A1 6450 6/12/2

ADCN

aec 6-19-2 8-7000

BODY

ELR 160688 2-8

MODEL 707		DWG. REC. CLK 7-11-57	
DRAFTED RUTH WEAVER	6-10-7	RELEASE 7/12/57	
CHECKED	6-15-57	B/P GROUP 7-12-57 CC	
STRESS		REQUESTED	
APPROVED		P PROD. INFO.	
APPROVED Bailly 6-15-57			

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: WRONG FINISH FOR SKYDROL AREA

ISSUE NO. A		DWG. TITLE BEAM INST KEEL BODY STA 620-820	
CHG. NO. PRR 95000	ADCN 25	DRAWING NO. 5-86386	SHT. 1A
SEC. NO. 43			
CHG. EFF. 1-1999			

ADCN

PARTS LIST ZONE	REPLACES	.3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
				-3011						SRF 2.30 ~~F-2.30~~	

CHG P/L AS SHOWN ABOVE

P APL 001 & ON MUST COMPLY
DETAIL PLNG. AFF.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

1-75 IT

MODEL 707		57-1657 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	New ISSUE NO.	COWL PANEL ASSY L.H. SIDE, ENG NAC DWG. TITLE
DRAFTED B. HANSON	6/22/57	7/17/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	10749 CHG. NO. PRR	ADCN 6 / DRAWING NO. 5-85637 / SHT. 1A
CHECKED [signature]	7/11	7-18-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	71 SEC. NO.	
STRESS Donaldson	7/11/57	6-7000 Donaldson REQUESTED	☐ DEVIATION ☐ VARIATION	1-199 &	
APPROVED [signature]	7/11	PROD. INFO.	REASON: TO PROVIDE CLEARANCE FOR THE THRUST REVERSER ACTUATOR CYLINDERS	301-1999 CHG. EFF.	

ADCN

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	-3035	-3070	1	-3086	FRAME STA 205.00	B3 100	.045×6.0 ×60.0	503	—	F-10.10	R
	-3075	-3072	1	-3087	CHANNEL	F4 100	.045×3.0 ×4.0	503	—	F-10.10	R
	-3074	✓	1	-3088	TIE PLATE	D5 100	.045×2.20 ×10.50	503	—	F 10.10	R
2-24		✓	1	~~3074~~	TIE PLATE						
	-3040	✓	1	-3089	FRAME STA 125.04	D11 100	.050×4.00 ×45.0	501	T4	SRF-12.207	R
1-24		~~-3070~~	+	~~-3035~~	FRAME - STA 205						
2-15		~~-3072~~	+	~~-3075~~	CHANNEL						
1-15		✓	+	~~-3040~~	~~FRAME - STA 125.04~~						

CHANGE P/L AS ABOVE ▷ REWORK EXISTING PARTS

HP 7/13/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

2-20 4T

MODEL 707		DWG. REC. CLK. 7-16-57	BOEING AIRPLANE COMPANY
DRAFTED G. OSTERLOH	7/9/7	RELEASE 7-17-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED T. BURDO	7/9/7	B/P GROUP 7-18-57 EC	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
[illegible] E Hahn	7/11/7	DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED Donaldson	7/11/57		REASON: ADDED HOLES AND NUTPLATES FOR FIRE DETECTOR INSTL
APPROVED [illegible]	7/11	PROD. INFO.	

ISSUE NO.	
PRR. 10453 CHG. NO.	
SEC. NO. 74	
1 - 199 & 301 THRU 1999 CHG. EFF.	

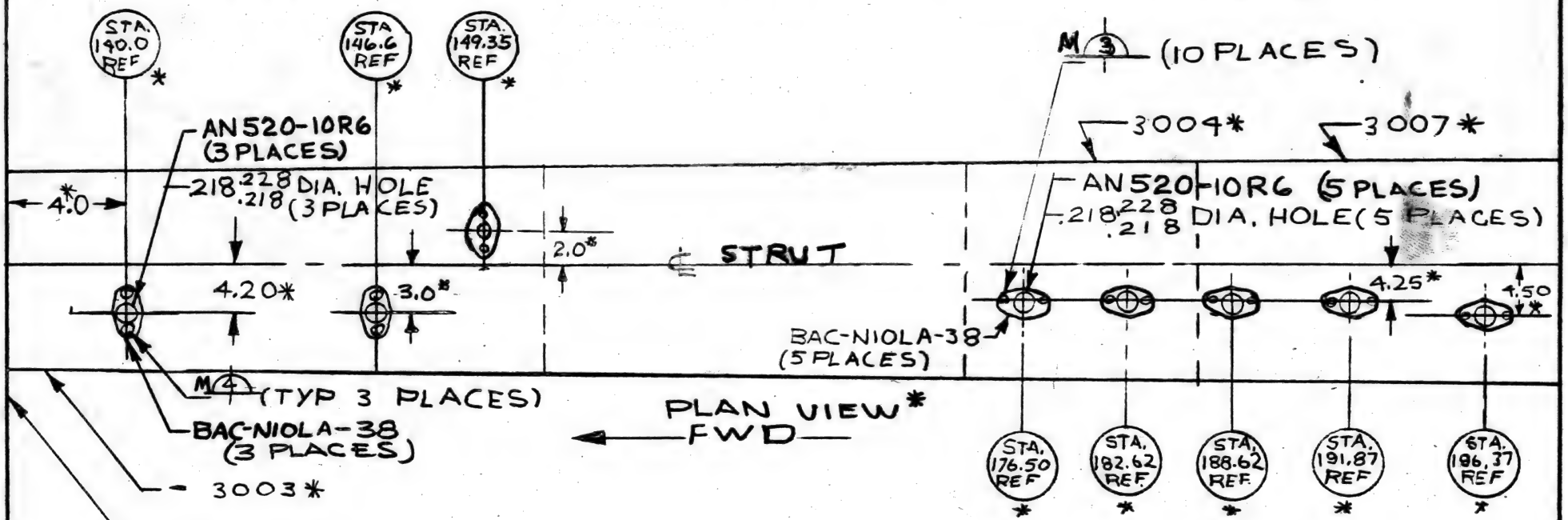
LOWER SPAR INSTALLATION — OUTBD STRUT

ADCN	DRAWING NO.	SHT.
26	8-8122	2A
16	8-8122	1A

ADCN 57 25

PARTS LIST ZONE	REPLACES	8-8122 8-7388	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		✓	8	BAC-NIOLA-A38	NUTPLATE (70LHA1-02)			ELASTIC STOPNUT CORP.			
		✓	8	AN520-10R6	SCREW, MACH						

CHANGE P/L IN SHT 1A AS SHOWN ABOVE
CHANGE PICTURE IN SHT 2A AS SHOWN BELOW



ADCN REF. *

AHP 7/15

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

WING

7-17-57 & 8-13-57

R/T #299701 & ELR #17542 2-94 4T

MODEL 707

DRAFTED C.E. ANSON 5-10-7

CHECKED J.R. GIBBONS 5/10/7

STRESS J. McGinnis 5.10.7

APPROVED Wickre 5/11/7

APPROVED

DWG. REC. CLK 5/14/57

RELEASE 6/14/57

B/P GROUP 7-18-57

R REQUESTED

P PROD. INFO.

EXH 7/11/57

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: INTERFERENCE BETWEEN JOGGLE IN 9-61760-5 ANGLE & F.S. CHORD @ F.S.S. 509.599

ISSUE NO. C

CHG. NO. 95000

SEC. NO. 12

101-199

1-99 & 701-1999

CHG. EFF.

DWG. TITLE FRONT SPAR INSTALLATION WING INBOARD

ADCN	DRAWING NO.	SHT.
~~18~~	~~5-84012~~	~~1A~~
~~23~~	~~5-84012~~	1A
27	5-84012	1A

ADCN

7-17 6-1-57 7-18-57

PARTS LIST ZONE	REPLACES	-3042	-3041	-3002	-3001	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
6-19			~~-3043~~ -3043		~~-3003~~ -3003	~~8~~ 1	9-61760-5	ATTACH ANGLE						
6-20		~~-3044~~ -3044		~~-3004~~ -3004		~~8~~ 1	9-61760-6	OPP 9-61760-5						
	NEW		-3043		~~-3003~~	1	-3159 (23)	ATTACH ANGLE	B6-6A	BAC1490-2555 x 4.60	CLAD 7075-0 SHT QQ-A-287 O TEMP	T6	F-2.115	R
	NEW	-3044		~~-3004~~ (27)		1	-3150 (23)	OPP -3159						
	NEW	-3044	-3043	-3004	-3003	2	-3151	FILLER-TAPERED		BAC1513-140 x 0.75 (23)	7075-T6 QQ-A-277 T6 TEMP	—	F-2.30	T
							-29						~~F-2.30~~ F-2.22	
(27)	NEW				-3003	1	9-61760 -3000	ATTACH ANGLE	B6 6A					
(27)	NEW			3004		1	9-61760 -3001	OPP 9-61760 -3000						

CHANGE P/L AS SHOWN:

R STEEL G-3380
R/T #299701

REPLACE ADCN 23
TO LIMIT USE OF PARTS & PROVIDE EDGE MARGIN ON 1-99 & 201-1999

DRWN STARK 7-2-7
CHK [illegible] 7-3-57
APP Barkley 7-4-57

P 002 SATISFACTORY PER R/T # 114858
ASSY PLNG AFFECTED
REQ REJ TAG 114858
AIRP #1 SATIS

REPLACES ADCN #18
TO CORRECT PART NUMBER ISSUED IN ERROR & CHANGE LENGTH OF -3151 REQUESTED: RELEASE UNIT.
CHANGED: C.E. ANSON 5-24-7
CHECKED: JR GIBBONS 6-4-7
APPROVED: Carlson 6-7-57
PROD. INFO: PLNG AFFECTED - RWK EXIST. DETAILS

P A/P #1 SATISFACTORY PER REJ TAG — A/P #2 REWORKED PER TAG 325732, 325733 & 325721

-29 CHANGED TO AGREE W/ KC-135 DWG SHT 1 REF ADCN #8 SHT 6A

ASSY PLANNING AFFECTED A/P #3 & ON MUST COMPLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

R.W. 6-4510 5-11-7 TRG 4510 6/5/7 (23) (27)

2-7000

2-20 4T

MODEL 707		DWG. REC. CLK. 7-16-57	BOEING AIRPLANE COMPANY
DRAFTED G. OSTERLOH	6/21/7	RELEASE 7/17/57	**ADVANCE DRAWING CHANGE NOTICE**
CHECKED T. BURDO	7/8/7	B/P GROUP 7-18-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED E.T. Donaldson	7/12/57		REASON: TO PROVIDE CLAMPING FOR FIRE DETECTION ELEMENT
APPROVED [illegible]	7/11	PROD. INFO.	

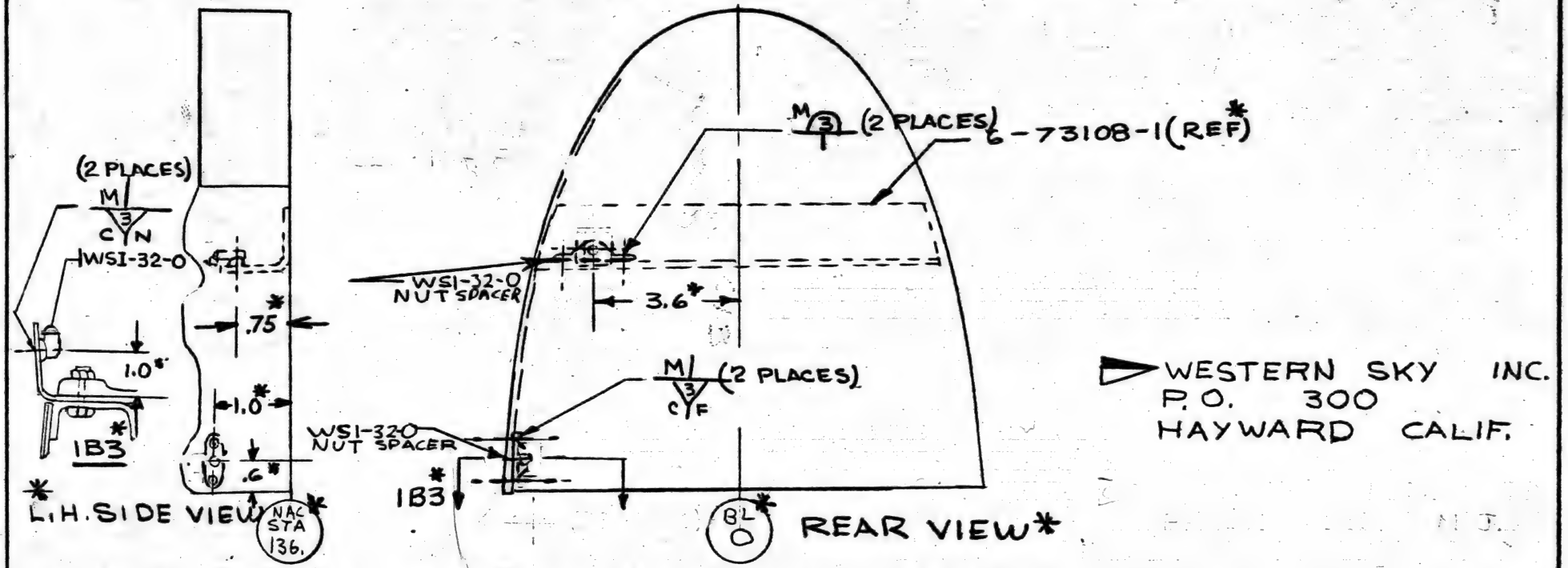
ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR. 10453	7	4-5177	2A
SEC. NO. 72	11	4-5177	1A
1 THRU 199			
301 THRU 1999			
CHG. EFF.			

BULKHEAD INST. FORWARD ENGINE MOUNT. INBD. NAC STA 136
DWG. TITLE

ADCN 38 38

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	2	WSI-32-0	NUT SPACER BAC-NIODZ-3-0						

CHANGE P/L IN SHT 1A AS SHOWN ABOVE.



WESTERN SKY INC.
P.O. 300
HAYWARD CALIF.

CHANGE PICTURE IN SHT 2A AS SHOWN ABOVE

* ADCN REF ONLY

AP 7/15/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

1-77 1T

MODEL 707		8-17-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED B. HANSON	6/28/57	BW 7-17-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED [signature]	7/11	7-18-57EC B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		6-7000 DONALDSON REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED [signature]	7/11/57		REASON: TO PROVIDE CLEARANCE FOR THE THRUST REVERSER ACTUATOR CYLINDERS
APPROVED [signature] 7/11		PROD. INFO.	

ISSUE NO.	ADCN	DRAWING NO.	SHT.
New			
10749 CHG. NO. PRR	6	5-85638	1A
71 SEC. NO.			
1-199 &			
301-1999 CHG. EFF.			

COWL PANEL ASSY R.H. SIDE, ENG NAC
DWG. TITLE

ADCN

PARTS LIST ZONE	REPLACES	5-85638 -3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	-3023	-3040	1	-3083	FRAME — STA 205.00	C10 2A	.045×4.00 ×57.00	503	—	F-10.10	R
	-3070	-3050	1	-3084	LATCH CHANNEL	E9 100	.045×3.00 ×15.00	503	—	F-10.10	R
	-3056	✓	1	-3085	TIE PLATE	D8 100	.045×2.70 ×10.50	503	—	F-10.10	R
		~~X~~ ✓	~~2~~ 1	-3056	TIE PLATE	C9 100	.040×1.50 ×2.05	502	—	SRF-2.115	R
1-24	~~———~~	~~-3040~~	~~1~~	~~-3023~~							
1-71	~~———~~	~~-3050~~	~~1~~	~~-3070~~							
		~~X~~	~~X~~	~~3014~~	~~FRAME - STA 124.90~~	~~C5 2A~~	~~BAC1517-112 ×70.00~~	~~501~~	~~T4~~	~~SRF-12.207~~	~~R~~
	-3014	✓	1	-3086	FRAME - STA 124.90	C5 2A	.050×4.00× 70.00	501	T4	SRF 12.207	R
		✓	1	3015							
	-3015	✓	1	-3088	FRAME - STA 134.40	B6 2A	.050×4.00 70.00	501	T4	SRF 12.207	R
		~~3037~~	~~1~~	~~-3016~~							
	-3016	-3037	1	-3087	FRAME - STA 142.80	B6 2A	.050×4.00 71.00	501	T4	F-2.10	R

REWORK EXISTING PARTS

AHP 7/13/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

1-20 4T

MODEL 707		DWG. REC. CLK. 7-16-57	BOEING AIRPLANE COMPANY
DRAFTED G. OSTERLOH	7-2-57	RELEASE 7-17-57	ADCN
CHECKED T. BURDO	7/9/57	B/P GROUP 7-18-57	ADVANCE DRAWING CHANGE NOTICE
STRESS		DONALDSON 5-7000 REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
APPROVED Donaldson	7/11/57		☐ DEVIATION ☐ VARIATION
APPROVED	7/11	PROD. INFO.	REASON: TO PROVIDE CLAMPING FOR FIRE DETECTION ELEMENT

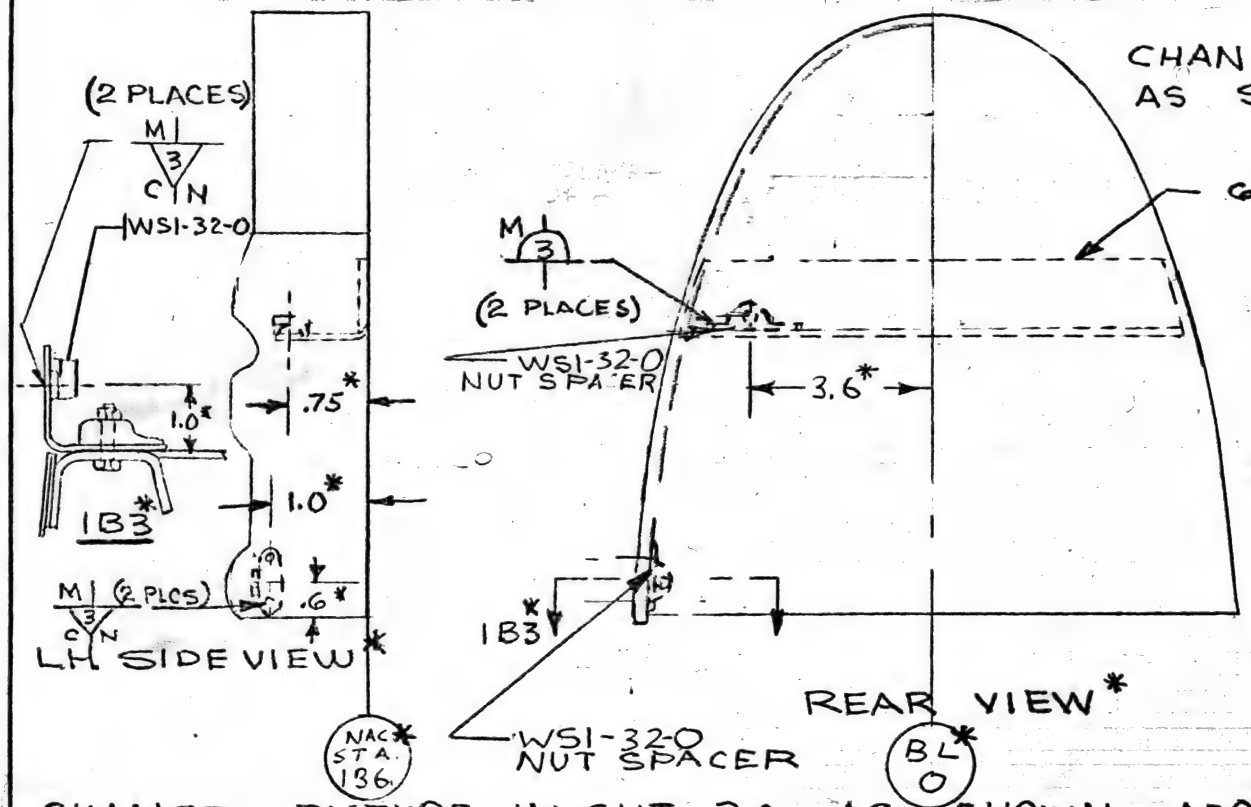
ISSUE NO.	CHG. NO.	SEC. NO.	CHG. EFF.
RRR. 10453		74	1-THRU 199 301 THRU 1999

BULKHEAD INSTALATION FORWARD ENGINE MOUNT OUTBD NAC. STA: 136
DWG. TITLE

ADCN	DRAWING NO.	SHT.
7	4-5181	2A
9	4-5181	1A

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		2	WS1-32-0	NUT SPACER BAC-N10DZ-3-0						

CHANGE P/L IN SHT 1A AS SHOWN ABOVE.



WESTERN SKY INC.
P.O. 300
HAYWARD CALIF.

CHANGE PICTURE IN SHT 2A AS SHOWN ABOVE.

* ADCN REF ONLY

AHP 7/15

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

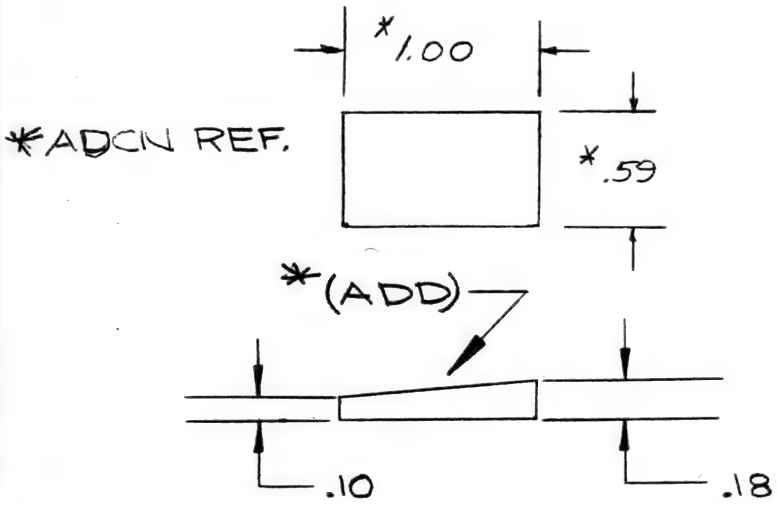
3-61 IT NOT PROCESS

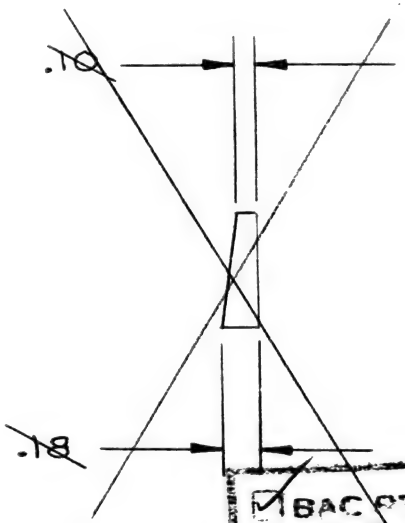
ADCN

MODEL 707		6-21-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	ISSUE NO. PRR10087	TIE PLATE-LATCH, ENGINE NACELLE DWG. TITLE
M.R. MATTESON DRAFTED	5/16/57	6-21-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	CHG. NO.	ADCN R1-1 / DRAWING NO. 63-2127 / SHT. -
CHECKED DORTON	5/16/57	6-21-57 CB B/P UNIT	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 71	
STRESS T.I. Erickson	5/16/57	ROHR 4-1384 REQUESTED	☐ DEVIATION ☒ VARIATION	1 THRU 199	
APPROVED		P PROD. INFO.	REASON INCORRECT DIRECTION OF TAPER WOULD NOT MATCH CONTOUR AS INTENDED PER ASSY DWG. 69-4131. (ENGRG ERROR)	301 THRU 1999 CHG. EFF.	
APPROVED [illegible]	5/16/57				

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

DELETE END VIEW & ADD SIDE VIEW AS SHOWN:





☒ BAC RELEASED ☐ KC-135
☐ CHECKED BY BAC ACC. ☒ 707

CHECKED [illegible] 6/7/57
CHECKED
APPROVED G.E. Larson 6/18/57

P SCRAP EXISTING PARTS & REWORK EXISTING ASSY'S.

KC-135 NOT AFFECTED.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.

BAC 924 D-R4

AP 6/1

1F 15

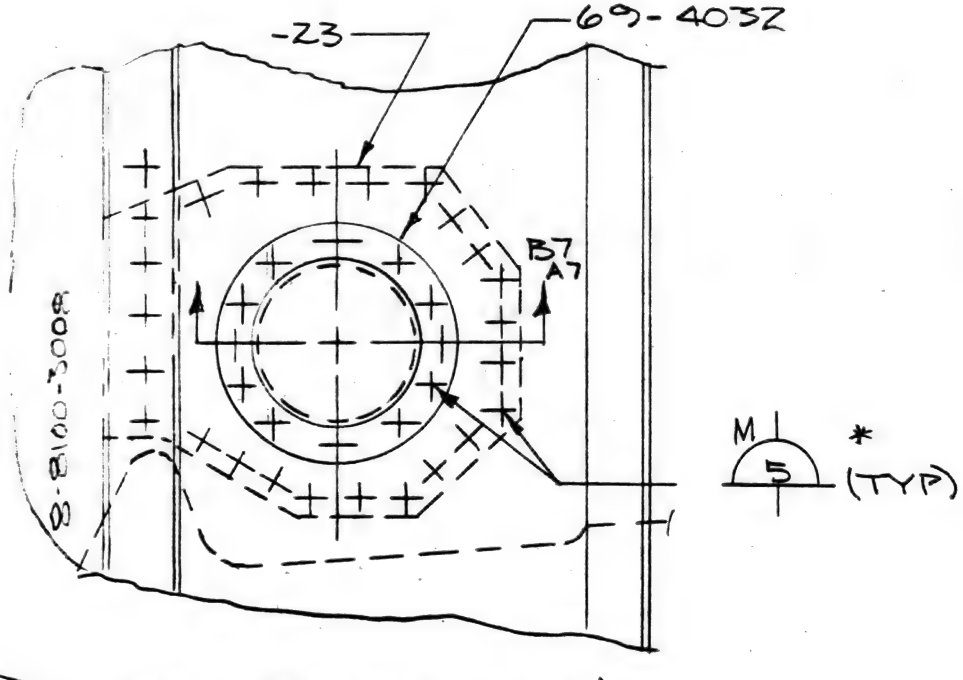
3-70 2T

MODEL 707		6-24-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	A ISSUE NO.	LOWER SPAR INSTALLATION	
DRAFTED G. WOODS	6-11-57	7/16/24/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE		DWG. TITLE INBD STRUT	
CHECKED [illegible]	6/18	6-24-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	10764 CHG. NO.	ADCN 5	DRAWING NO. 8-8100 SHT. 3A
STRESS [illegible]	6-18-57	P. Donaldson 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION	SEC. NO. 72		
APPROVED [illegible]	6/18/57	▷ PROD. INFO.	REASON: TO ALLOW REMOVAL OF THE TOP ENG TEMP PROBE WITH OUT REMOVAL OF ENGINE.	1-199 -501-1999 CHG. EFF.		
APPROVED [illegible]	6/19					

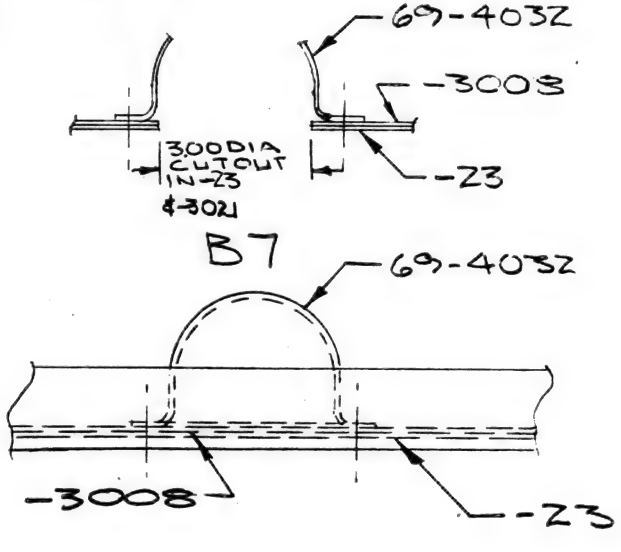
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	. . . . .									

ADCN

IN STICKER VIEW (2) ADDED TO PLAN VIEW -23 REINFOPCEMENT PLATE & 69-4032 IN ZN C7



IN STICKER VIEW (1) ADDED TO L.H. SIDE VIEW -23 REINFORCEMENT PLATE, 69-4032, & -3021 IN ZN A7 ALSO ADDED SEC VIEW B7



▷ REWORK ALL ASSY'S

* ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

6-20 5T NOT PROCESS

MODEL 707		7-10-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED CWHULL/bd	5/15/57	7-10-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED EARTON	5/15/57	7-10-57 MO B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS W. Erickson	5/15/57	ROHR 4-1380 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E.C. Burkart	5/16/57	P PROD. INFO.	REASON: ① TO ALIGN PARTS PRIOR TO SPOTWELD. (MFG-FACILITY). ② DRAWINGS REFERENCED WERE NEVER RELEASED. (ENGR ERROR)
APPROVED J Hodgkins	5/17		

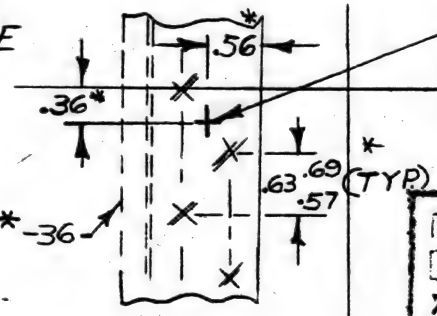
ISSUE NO.	ADCN	DRAWING NO.	SHT.
A		FORWARD FAIRING NACELLE ASSY. OF. DWG. TITLE	
ITEM 7142 CHG. NO.	R1-4	50-8281	2
SEC. NO. 71	R1-3	50-8281	3
1 THRU 199 301 THRU 1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

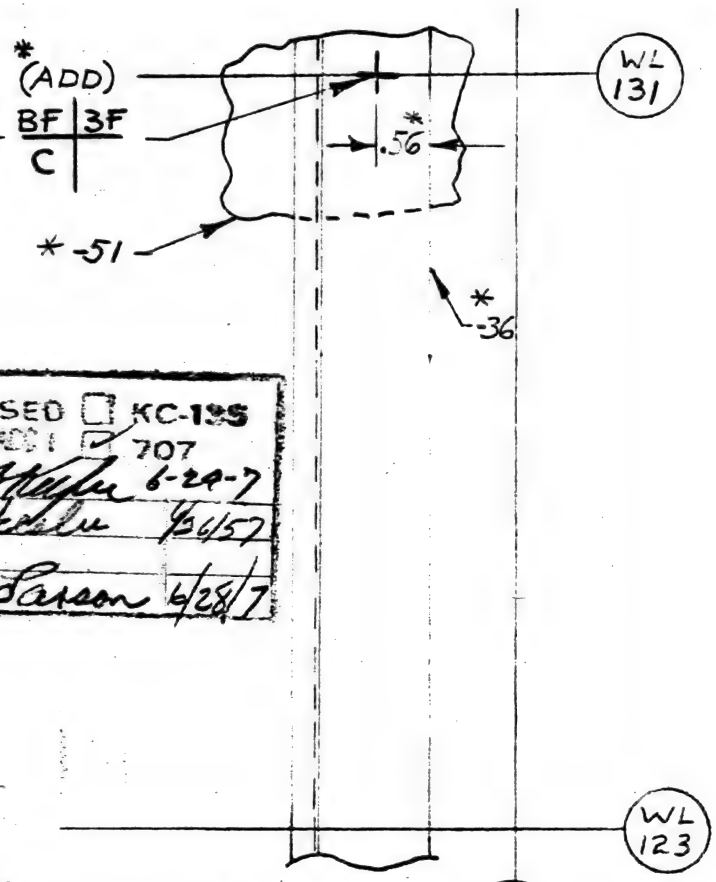
(1.) REVISE FACE OF DWG AS SHOWN BELOW ON SHT 2.

(2) ON SHEET 3, IN ZONES A12, A10, A5, & A3. CHANGE REF DWG. AS SHOWN.
~~50-8279 (REF.)~~
5-85637 (REF.)

ON SHT 3 IN ZONE A7 CHANGE REF DWG. AS SHOWN.
~~50-8280 (REF.)~~
5-85638 (REF.)



*ZONE E3.



*ZONE B3

BAC RELEASED	KC-135
CANCLD BY BAC ADCN	707
707 STR.	6-24-7
CHECKED Blakelee	6/6/57
CHECKED	
APPROVED J E Larson	6/28/7

NOTE: DWG'S. 50-8280 & 50-8279 WERE NEVER RELEASED.

*ADCN REF ONLY.

P REWORK EXISTING PARTS AND ASSYS NOT INSTALLED.

KC 135 NOT AFFECTED.

HP 7/3/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

R-4 5/2 581-528 R-3 5/3 Record Change G.B.

ADCN 53 55

6-75 2 T NOT PROCESS

ADCN

MODEL 707		7-10-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY, SEATTLE 14, WASHINGTON
R. MATTESON DRAFTED	7/9/57	BC 7-10-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED DAYTON	7/9/57	7-10-57 mb B/P UNIT	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS M Eccleston	7/28/57	ROHR 4-1302 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED G Bryant	8/21/57	▷ PROD. INFO.	REASON: FORE & AFT SKINS SPLIT TO MAINTAIN MANUFACTURING TOLERANCES. (MFG. FACILITY)
APPROVED J Hodgkinson	8/29		

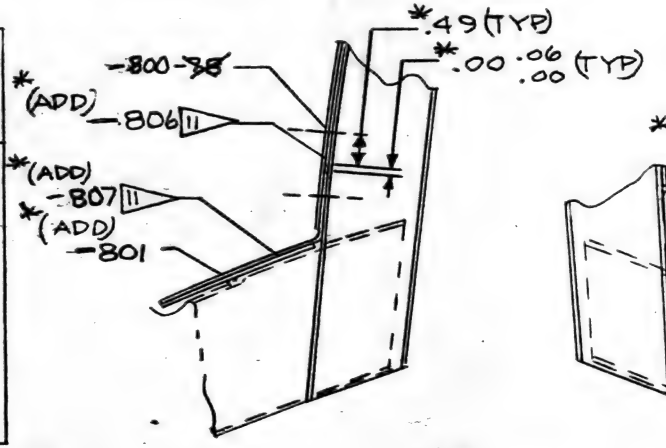
ISSUE NO.	ADCN	DRAWING NO.	SHT.
A			
ITEM 7142 CHG. NO.	R1-4	50-8281	3
SEC. NO. 71			
1 THRU 199 301 THRU 1999 CHG. EFF.			

FWD. FAIRING NACELLE ASSEMBLY OF
DWG. TITLE

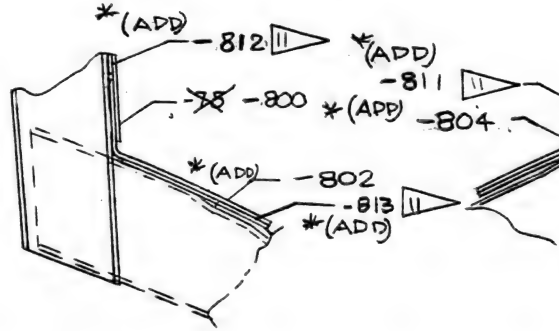
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD SKIN SPLIT & REVISE PART NUMBERS AS SHOWN:

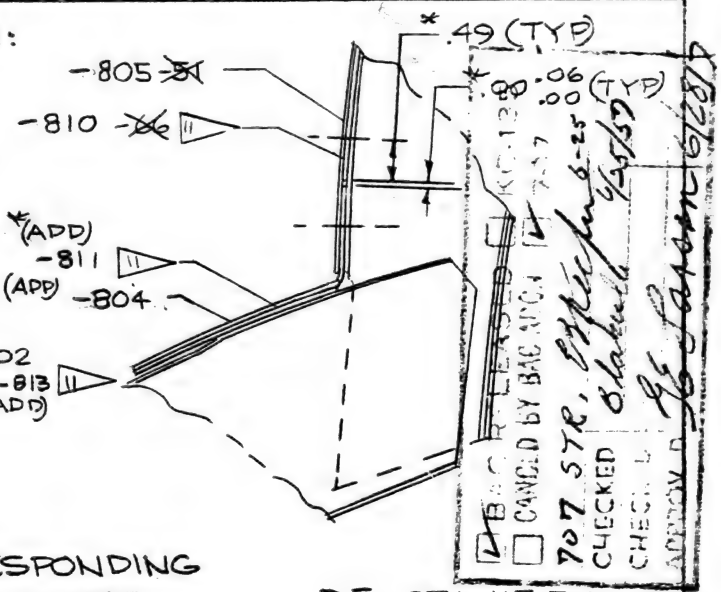
THIS CHG. INCOMPLETE WITHOUT:		
ADCN	SHT	DWG.
R1-4, R1-5 R1-6	1	50-8281
R1-3	2	50-8281
R12, R1-5	3	50-8281
R1-3	2A	4-5177
R1-4	2A	4-5181
R1-12	100	5-85655



F5₂
STA 111.20
*ZONE A4



*CHG. CORRESPONDING VIEWS TO AGREE



D5₂ STA 117.50
*ZONE A2

*ADCN REF.

▷ REWORK EXISTING PARTS & ASSY'S NOT INSTALLED.
KC-135 NOT AFFECTED

7/3/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.

BAC 924 D-R4

1R
12

281-504

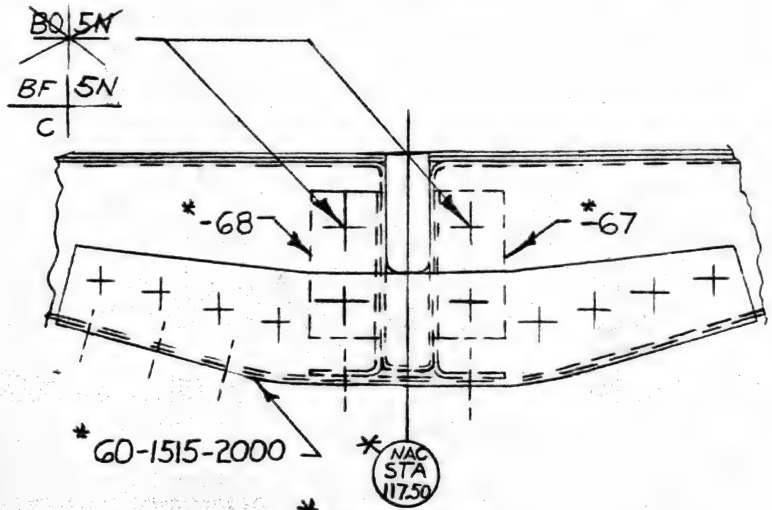
6-25 2T NOT PROCESS

MODEL 707		7-10-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON
DRAFTED CW HULL-S	6/6/57	RELEASE 7-10-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON	6/6/57	B/P UNIT 7-10-57	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADDN
STRESS HECHT	6/16/57	ROHR 4-1367 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		P PROD. INFO.	REASON: TO ELIMINATE INTERFERENCE OF UNIVERSAL HEAD RIVETS & 65-5678 SEAL. (ENGR ERROR)
APPROVED E Burkett	6/19/57		

ISSUE NO.	FORWARD FAIRING NACELLE ASSEMBLY DWG. TITLE OF.		
	ADCN	DRAWING NO.	SHT
ITEM 7142 CHG. NO.	R-6	50-8281	2
SEC. NO. 71			
1 THRU 139			
301 THRU 1000 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE FACE OF DRAWING AS SHOWN BELOW.



ENG RELEASED APPROVED BY BAC PORT.
CHECKED Blakesley 7/1/57
APPROVED JE Larson 7/2/57

*ADCN REF. ONLY.

*ZONE C5.

P REWORK EXISTING PARTS NOT ASSEMBLED.

KC135 NOT AFFECTED.

AP 7/3/57

581-560

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.

BAC 524 D-R4

7-9-57

6-85 1T

MODEL 707		DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED TONY BURDO	1-11-57	RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED		B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		P. DONALDSON P.P. 6-7060 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED P. Donaldson / E.T. Baker	1/15/57		REASON: TO AGREE WITH PLUMBING INSTALLATION
APPROVED R.E. Hage	1-16-7	PROD. INFO.	

ISSUE NO.	ADCN	DRAWING NO.	SHT.
95000 CHG. NO. PRR10655	5	50-8227	—
SEC. NO. 72.	6	50-8227	—
1-199			
301-1899 CHG. EFF.			

DWG. TITLE: STRUT ASSY INBD NAC EQUIPMENT

ADCN

PARTS LIST ZONE	REPLACES -10	-9	-8	-7	-6	-5	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
									X		X	~~50-5547-1~~	PLUMBING INSTL.						
	✓		X		✓		X		✓		1	50-5547-2	STRUT NO. 3	(5)					
										A	X	~~50-5547~~	PLUMBING INSTL.						
		✓		X		✓		X		✓	1	50-5547-1	STRUT NO. 2	(5)					
				✓				✓			1	50-5547-3	PLUMBING INSTL, STRUT NO. 2	(5)					
			✓				✓				1	50-5547-4	PLUMBING INSTL. STRUT NO. 3	(5)					

CHANGE P/L AS SHOWN ABOVE

"CANCELS ADCN NO. 3"

REASON: TO EXTEND USE FROM 1-99 TO COVER AIRPLANE SERIAL NO's 1-199, 301-1999.

DRAFTED OSTERLOH 6/24/57
CHECKED T. BURDO 6/26/7
APP. E.T. Donaldson 6/28
APP R.E. Hage 6-28-7
TO BRING UP-TO-DATE

ADCN 6 REPLACES ADCN 5

7-8-7
~~AP 7-5-7~~
JMN 7/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

3-102 2T

MODEL 707	KG-135	DWG. REC CLK 7-11-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON
DRAFTED LASTALA	7-5-57	RELEASE 7-11-57 EC.	ADVANCE DRAWING CHANGE NOTICE
CHECKED		B'P UNIT	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED			REASON: TO BRING TAB BLOCK UP TO DATE
APPROVED	7-8-57	PROD. INFO	

ISSUE NO.	ADCN	DRAWING NO	SHT
E			
CHG NO PRR 9500	5	5-71706	1
SEC NO 12			
NOTED			.
CHG EFF.			

DWG. TITLE SUPPORT FORGING FORWARD OUTBOARD DRAG OUTBOARD NACELLE

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE TAB BLOCK AS SHOWN:

AIRP SEC NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
12		50-B733	707				
~~12~~	~~2~~	~~50-B733~~	~~707~~	1 THRU 1999	5-71706-3	-	1 ~~2~~

BAC 4 D.R4

ADCN

3-60-27

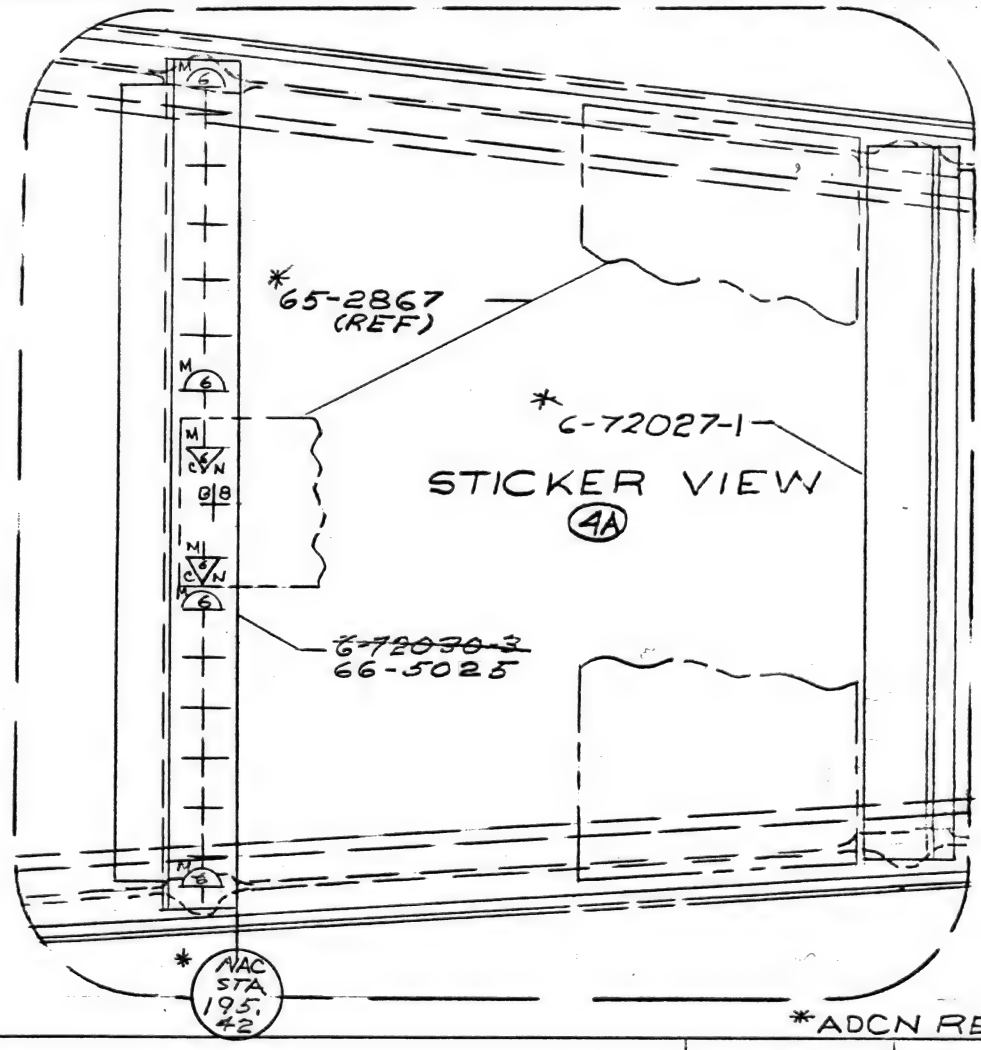
MODEL 707		DWG. REC. CLK. 7-11-57	BOEING AIRPLANE COMPANY
DRAFTED B. HANSON	7/8/57	RELEASE 7-11-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED [signature]	7/9	B/P GROUP 7-11-57	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS [signature]	7-9-7	REQUESTED E. KEEFER 6-7000	☐ DEVIATION ☐ VARIATION
APPROVED [signature]	7/9/57		REASON PRESENT PART DEFICIENT DUE TO HIGHER LOADS FROM THRUST REVERSER CONTROL BRACKET.
APPROVED [signature]	7/10	PROD. INFO.	

ISSUE NO.	ADCN	DRAWING NO.	SHT.
10826 CHG. NO. PRR	25	8-8122	2A
74 SEC. NO.			
1-199 & 301-1999 CHG. EFF.			

DWG. TITLE: LOWER SPAR INSTL OUTBD NAC STRUT

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN BG, CG
CHANGE STIFFENER
6-72030-3 TO 66-5025
PER STICKER VIEW (4A)



*ADCN REF ONLY

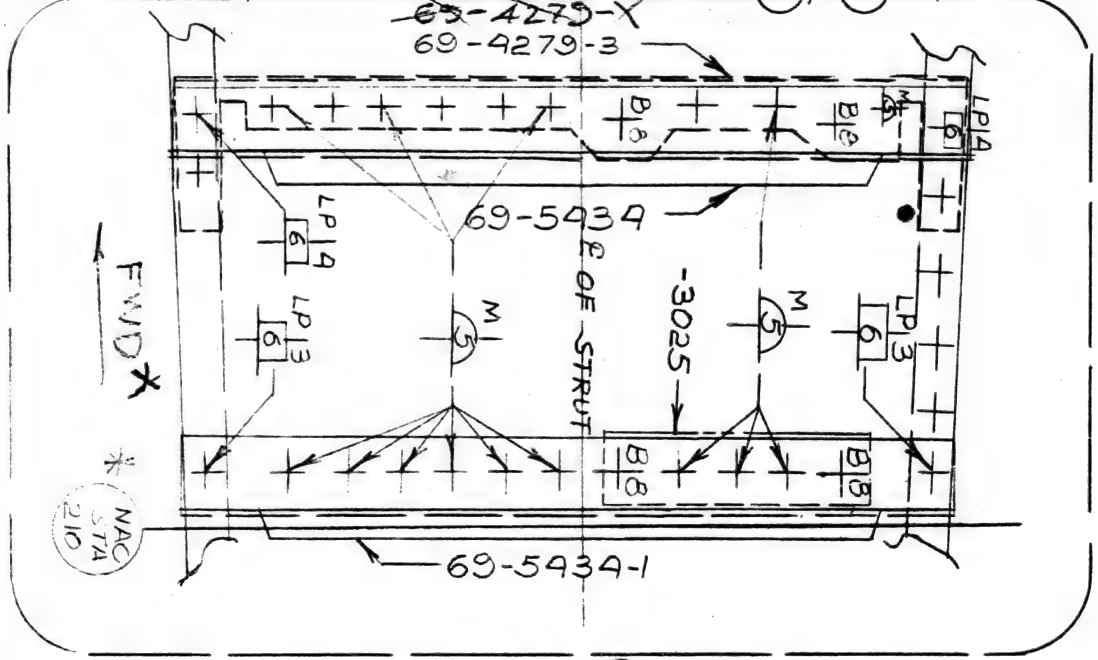
AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

707		DWG. REC. CLK. 7-11-57	BOEING AIRPLANE COMPANY	A	LOWER SPAR INSTL. INBD NAC STRUT	
DRAFTED WILLARD DALE	6-14-57	RELEASE 7-11-57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE ADCN / DRAWING NO. / SHT.	
CHECKED	7/9	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR-10826	6 / 8-8100 / 3A	
STRESS	7-9-57	G. DREW 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION	CHG. NO.		
APPROVED Donaldson	7/9/57		REASON: TO PROVIDE SUPPORT FOR THRUST-REVERSER CONTROL BRACKET	SEC. NO. 72		
APPROVED	7/10	PROD. INFO.		1-199 CHG. EFF. 301-1999		

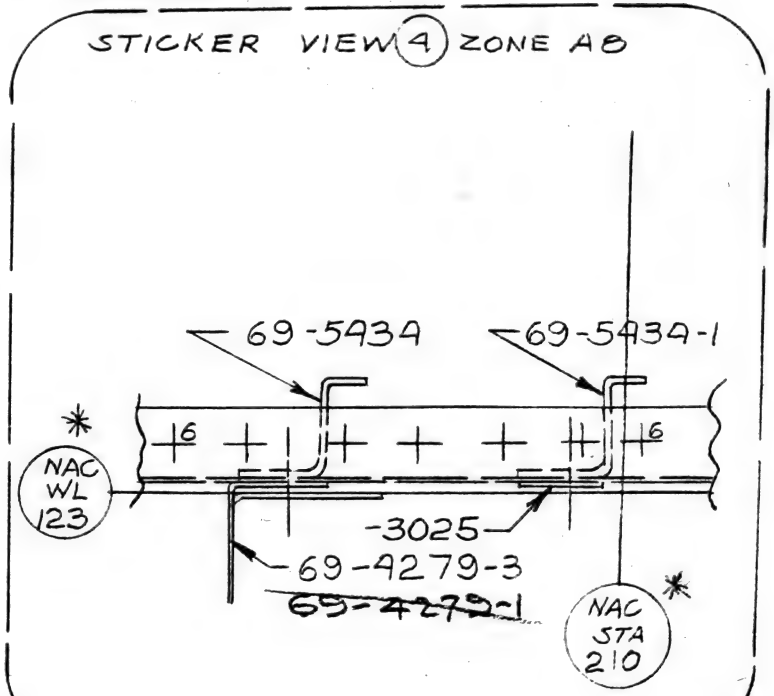
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADDED STIFFENERS 69-4279-3, 69-5434 & 69-5434-1 PER STICKER VIEW (3) & (4)
ADDED DOUBLER-3025 TO STICKER VIEW (3), (4)

ON SHT 3A ZONE AB CHANGE ~~69-4279-1~~ CALLOUT TO 69-4279-3
CORRECT PICTURE TO SUIT NEW DETAIL
REVISED F/D PER STICKER VIEWS (3) & (4) AS SHOWN BELOW



STICKER VIEW (3) ZONE B8, C8



*ADCN REF ONLY

AHP 7/11/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

FOR KC-135 SEE DCN "A" SHT 1 OF 5-97675 — 7-75 NOT PROCESS

MODEL	707	DWG. REC. CLR.	6-3-7-57 7-3-57
DRAFTED	R. MATTESON	1/11/57	RELEASE 6-19-57 7-10-57
CHECKED	H.D. BARTON	1/11/57	B/P GROUP 7-10-57 MC
STRESS	Geo. Peckens	1/11/57	REQUESTED BOHR 4-875
APPROVED			PROD. INFO. P
APPROVED	E. Burkart	1/11/57	

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

(MFG. FACILITY) ▲

REASON: BOHR DOES NOT HAVE FACILITIES TO MAKE ATTACH ANGLES IN ONE PIECE.

ISSUE NO.	ITEM 7255
CHG. NO.	SEC. NO. 12 ☒
	1 THRU 199
	301 THRU 1999
CHG. EFF.	

DWG. TITLE ATTACH ANGLE INSTL. T.E. FAIRING INBD. NACELLE

ADCN	DRAWING NO.	SHT.
R-1	~~65-2397~~	~~1~~
R-3	65-2397 X	1

F. Peterson 3-15-57

(ED) Weather 3-15-57

PARTS LIST ZONE	REPLACES	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	DI	MATERIAL	HEAT TREAT	FINISH	P
~~1-3~~			✓	~~1~~	~~-3~~	~~ATTACH ANGLE FWD~~	~~B1 2~~	~~.063X10 X140.~~			~~T4~~	~~F2.20~~	~~S~~
~~1-4~~		✓		~~1~~	~~-4~~	~~OPP -3~~							
~~1-5~~			✓	~~1~~	~~-5~~	~~ATTACH ANGLE - FWD~~	~~B5 2~~	~~.063X10 X140.~~			~~T4~~	~~F2.20~~	~~S~~
~~1-6~~		✓		~~1~~	~~6~~	~~OPP 5~~							
NEW	-3		✓	1	-801	ATTACH ANGLE FWD	B2 2	.063x10 x70.			T4	F2.20	S
NEW	-4	✓		1	-802	OPP-801							③
NEW	-3		✓	1	-803	ATTACH ANGLE FWD	B2 2	.063x10 x72.			T4	F2.20	S
NEW	-4	✓		1	-804	OPP-803							
NEW	-5		✓	1	-805	ATTACH ANGLE FWD	C2 2	.063x10 x72.			T4	F2.20	S
NEW	-6	✓		1	-806	OPP-805							③
NEW	-5		✓	1	-807	ATTACH ANGLE FWD	C2 2	.063x10 x70.			T4	F2.20	S
NEW	-6	✓		1	-808	OPP-807							
38		✓	✓	~~4~~ 46	SAL100-T6-4	BOLT, LOCK, SHEAR, 100° HD. (BAC-B30P-6-4)			2				

REVISE PARTS LIST AS SHOWN ABOVE.

REPLACES ADCN R-1 ③→ P APL 001 & ON MUST COMPLY

DRAWN: R. WEAVER (6-27-7)
CHK'D: R Hurt (6.29.7)
APP'D: Barkley 7-3-57
REASON: PARTS REQUIRE ADDITIONAL FINISH ON FAYING SURFACES

* ADCN REF: THIS CHG INCOMPLETE WITHOUT ADCN'S 4 & R-2 SHT 2.

REWORK EXISTING PARTS.

③ REF BAC LETTER 6-4475.3-5131 DATED 12-26-56 #P 7/6/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 524 C-R5

581-235 P-118

BODY 8-87 CO-ORD SHT CX-40-210

MODEL 707		DWG. REC. CLK. ~~5-27-57~~ 6-24-57
DRAFTED BOB WILLIAMS	5-9-7	RELEASE ~~5-27-57~~ 6-24-57
CHECKED E. R. Sperling	5-9-57	B/P GROUP ~~5-27-57~~ 6-24-57 CC
STRESS Bloyer	5/17/7	R. SMITH 6-3060 REQUESTED
APPROVED		P O.S.A. PROD. INFO.
APPROVED Kuhel	5-17-7	

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☐ VARIATION

REASON: HOLES NEEDED FOR GROUND STUDS

ISSUE NO.	E
~~CHG.~~ NO.	ITEM 95000
SEC. NO.	43
CHG. EFF.	1-1999

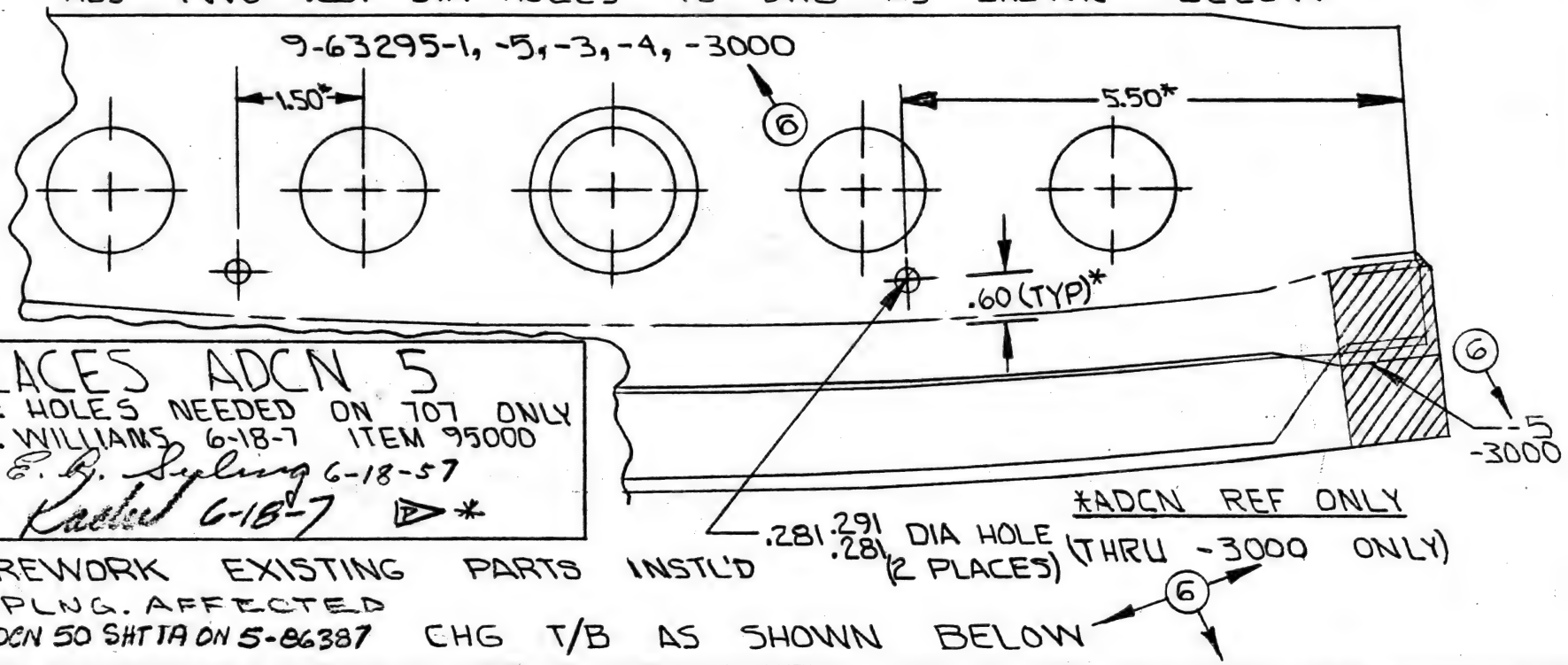
DWG. TITLE BULKHEAD-CHORD SUPPORT KEEL BEAM

ADCN	DRAWING NO.	SHT.
~~5~~	~~9-63295~~	~~—~~
6	9-63295	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW ← (6) →		-3000	BLKHD-CHORD SUPT		.081 x 4.5 x 19.9	7075-0 SHT QQ-A-283 OTEMP	T6	F-2.30	5

ADD -3000 TO PARTS LIST AS SHOWN ABOVE

ADD -3000 CALL-OUT TO DWG AS SHOWN BELOW
ADD TWO .281 DIA HOLES TO DWG AS SHOWN BELOW



*ADCN REF ONLY

REPLACES ADCN 5
REASON: HOLES NEEDED ON 707 ONLY
DRAWN: WILLIAMS 6-18-7 ITEM 95000
CHK'D: E. R. Sperling 6-18-57
APPRD: Kuhel 6-18-7 P *

P REWORK EXISTING PARTS INSTL'D (THRU -3000 ONLY)
* PLNG. AFFECTED
SEE ADCN 50 SHT 1A ON 5-86387 CHG T/B AS SHOWN BELOW (6)

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
43	1	5-86387	707	1 THRU 1999	9-63295-3000		
~~43~~	~~1~~	~~5-86387~~	~~707~~	~~1 THRU 1999~~	~~9-63295-5~~	~~—~~	

BAC 924 C-R5 WMS (6-9510) 5-20-7 Beaulieu 64570 6-18-7

acc 5-20-7 5-24-7

2-7000

BODY GROUP 8-20 5T CX-40-210

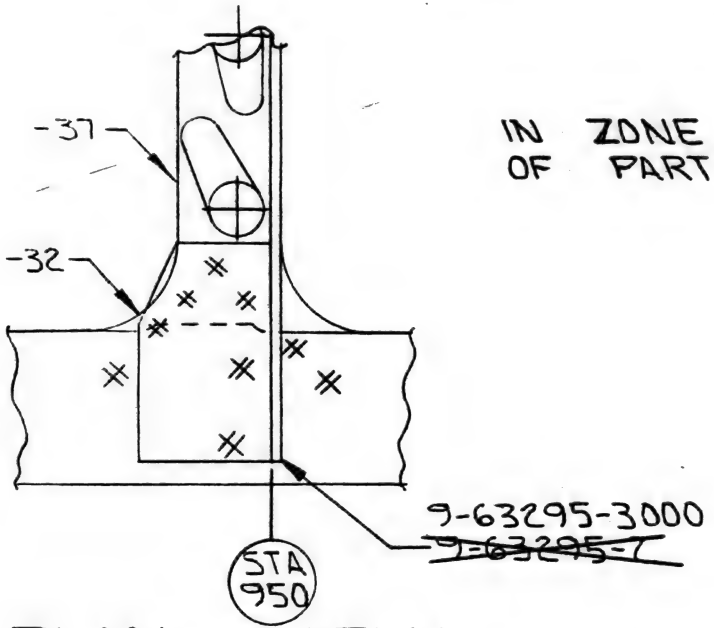
MODEL 707		6-21-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED BOB D. WILLIAMS	6-18-7	6/27/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE ADCN
CHECKED E.W. Seeling	6-18-57	6-24 571B B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		R. SMITH 6-3060 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED Robert	6187	P PROD. INFO.	REASON: NEW PART IN USE ON THIS INSTL
APPROVED			

A ISSUE NO.	BEAM INSTL - KEEL, STA 820-960 DWG. TITLE		
ITEM 95000 ~~CHG.~~ NO.	ADCN 50	DRAWING NO. 5-86387	SHT. 1A
SEC. NO. 43	16	5-86387	5A
1-1999 CHG. EFF.			

ADCN 1025

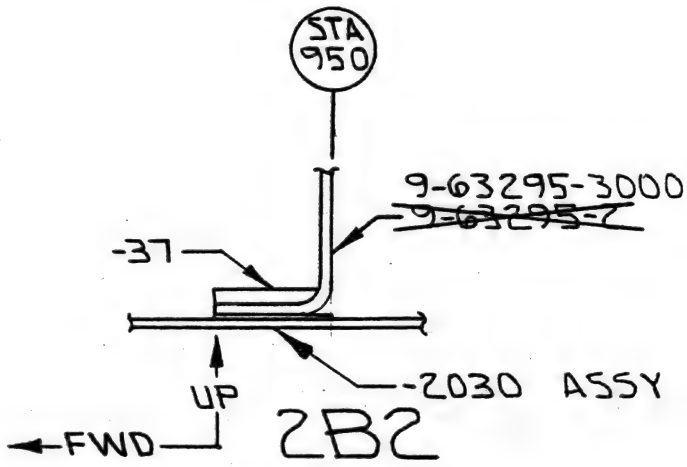
PARTS LIST ZONE	REPLACES	. .	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
72-A			✓	1	~~9-63295-5~~	~~BLKHD-CHORD SUPT~~	~~B2 5A~~					
	9-632955		✓	1	9-63295-3000	BLKHD-CHORD SUPT	B2 5A					

ON SHT 1A, CHANGE PARTS LIST AS SHOWN ABOVE



PLAN VIEW
LOWER SKIN
← FWD —

IN ZONE B2, SHT 5A, CHANGE CALL-OUT OF PART NUMBER AS SHOWN BELOW



P ▷ REWORK EXISTING INSTLS

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

J Beattie 64570 6-18-7

6-20-7

2-7000

8-20 4T

MODEL 707		BY 6-21-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED G. OSTERLOH	6-6-57	2211 4/24/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED F. Mc DONNUGH	6/7/57	6-24-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		DONALDSON REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED Donaldson	6/14		REASON: TO ADD SKYDROL RESISTANT FLANGE
APPROVED		PROD. INFO.	

ADCN

ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 95000 CHG. NO.	15	4-5175	1A
SEC. NO. 72	17	4-5175	3A
1 THRU 199			
301 THRU CHG. EFF. 1999			

MID SPAR INSTL. INBD NACELLE STRUT

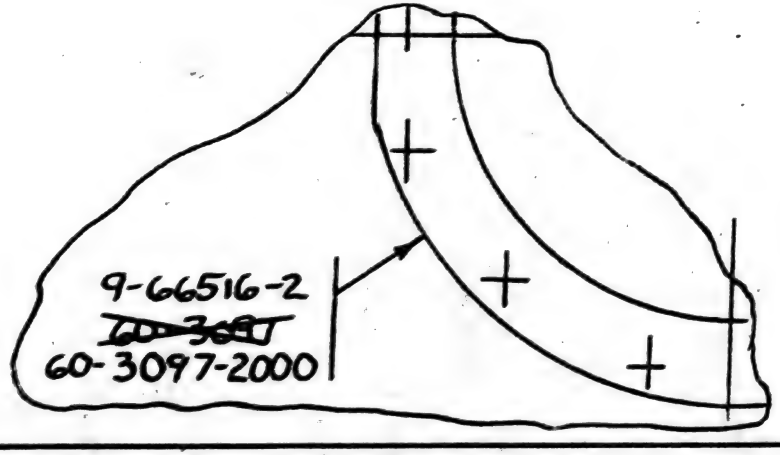
PARTS LIST ZONE	REPLACES	5173 3003	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	1	60-3097	FLANGE						
	60-3097	✓	1	60-3097-2000	FLANGE						

ON SHT 1A:

REVISE P/L AS SHOWN ON ADCN R2, SHT 1A EXCEPT CHANGE CALLOUT OF 60-3097 TO 60-3097-2000 AS SHOWN ABOVE.

ON SHT 3A:

REVISE DWG. AS SHOWN ON ADCN R1, SHT 3A EXCEPT CHANGE CALL-OUT OF 60-3097 TO 60-3097-2000 AS SHOWN BELOW.



AF 6/20

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 934 6-58

8P 6-4510

2-7000

50-8738 Diagram - HI-RATE Fr Ext Sys 707

65-1636 Tubing instal Fixtinguisher 1 & 2 wing
65-2111 Door F ext access
65-2981 Fr. Detect Main ww

4-5177-1A Fire detector inst.

50-10307 Dectect inst, Fwd cargo
50-8253 System Diagram, Eng F xting.
not released.

69-3161 clamp, detector inbd strut,

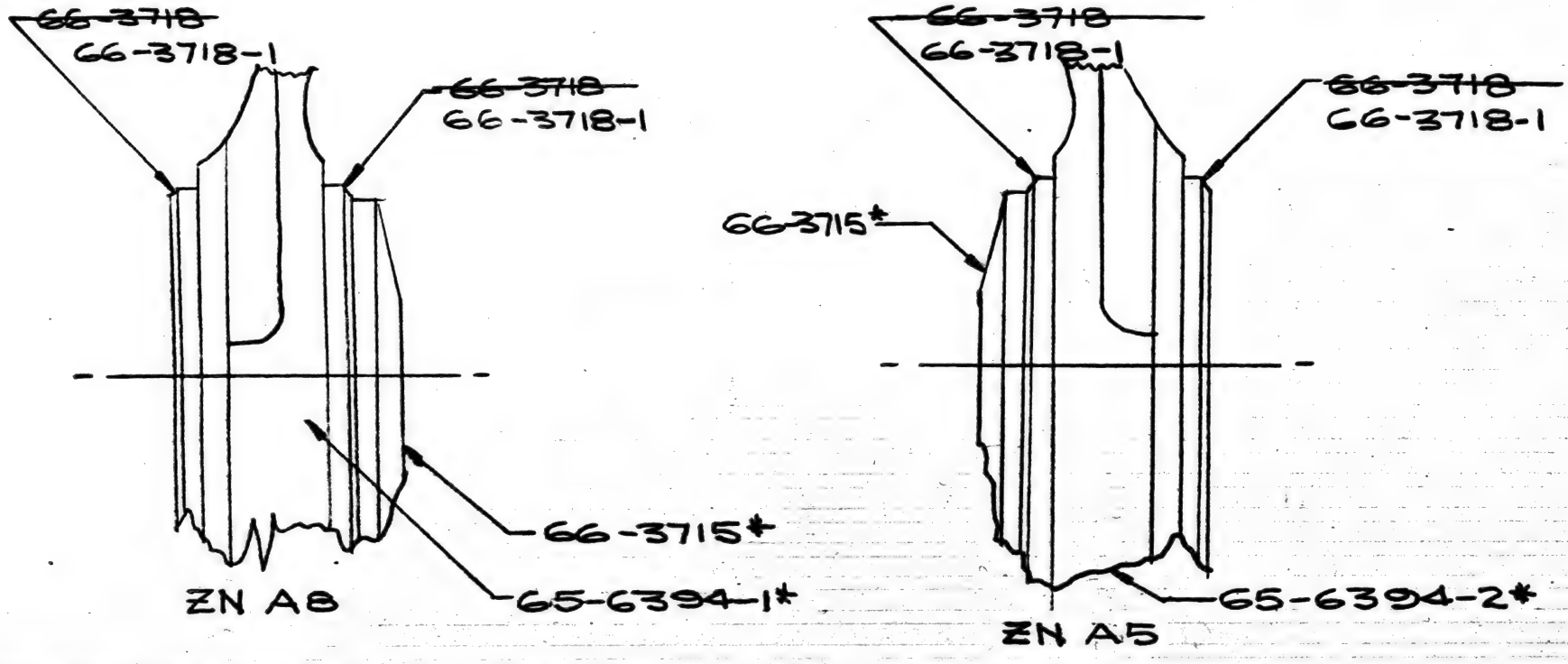
THRUST REVERSER

1-53 27

MODEL 707		7-17-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	ISSUE NO.	CLAMSHELL INSTALLATION
DRAFTED R. HARDING		7-18-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE		DWG. TITLE THRUST REVERSER
CHECKED C.V. Baker S.W.	7/16/57	7-18-57 EC B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	ITEM: 7815 CHG. NO.	ADCN 3 / DRAWING NO. 65-4253 / SHT. 1
STRESS		R. PEARSON REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO.	
APPROVED R.B. Pearson	7/16/57		REASON: TO CORRECT P/L & CALL OUTS		
APPROVED		PROD. INFO.		CHG. EFF. ALL	

PARTS LIST ZONE	REPLACES 65-4253	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
1-28	~~V~~	~~4~~	~~66-3718~~	~~BEARING~~						
1-28	V	4	663718-1	BEARING						

CHANGE PARTS LIST AS SHOWN ABOVE;
CHANGE CALLOUTS IN ZN'S A8 & A5 AS SHOWN BELOW:
* ADCN REF ONLY



AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

1-66 IT NOT PROCESS

MODEL 707		8 6-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
M.R. MATTESON DRAFTED	5/7/57	R 6-20-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED H. DARTON	5/7/57	6-20-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS M. Erickson	5/7/57	ROHR 4-1337 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E.C. Burkland	5/8/57	P PROD. INFO.	.50 HOLE REQ'D TO GAIN
APPROVED H.H. Anderson	5-8-57		REASON: ACCESS TO 1/4" RIVET FOR INSTL. OF 66-3861 HOOK. (MFG. FACILITY)

ISSUE NO.	ADCN	DRAWING NO.	SHT.
A		MID FAIRING INSTL. ENG. NAC. STRUT (DWG. TITLE)	
PRR 10087 CHG. NO.	~~R-3~~	~~5-88795~~	~~2A~~
72 & 74 SEC. NO.	4	5-88795	2A
1 THRU 199			
301 THRU 1999 CHG. EFF.			

ADCN

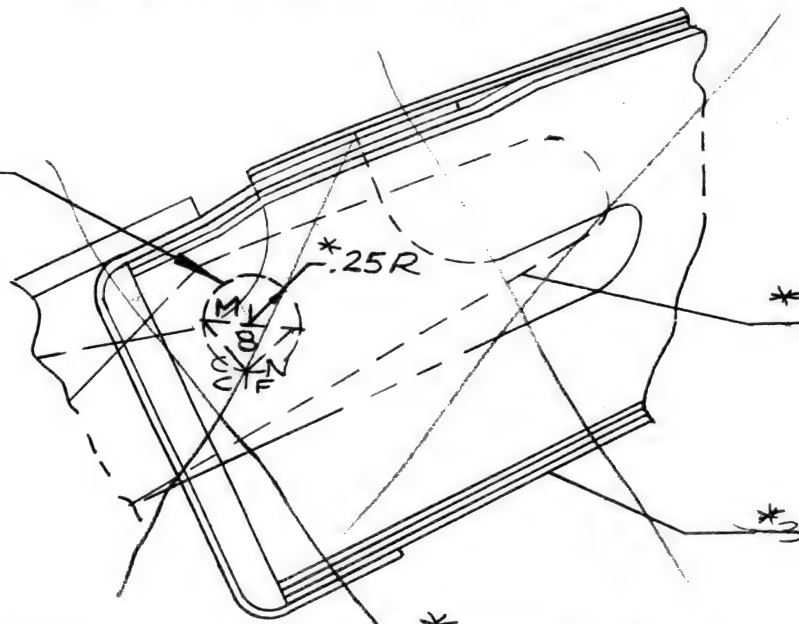
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

~~ADD .50 HOLE IN -3023 & -3024 AS SHOWN BELOW:~~

ADCN #4 CANCELS ADCN R-3

REASON: 66-3861 CAN BE RIVETED TO -3019 & -3020 PRIOR TO INST.

*CHG. CORRESPONDING VIEWS TO AGREE.



☐ BAC RELEASED ☐ KC-135
☑ CANCLD BY BAC ADCY ☑ 707
SEE ADCN #4 THIS SHEET
CHECKED C. Blakeslee 5/24/57
CHECKED
APPROV'D E. Larson 6/13/57

~~B2~~

~~HINGE STA. 204.45~~

*ADCN REF. ONLY

P ~~REWORK EXISTING PARTS NOT INSTALLED.~~

KC-135 NOT AFFECTED.

AHP 6/18

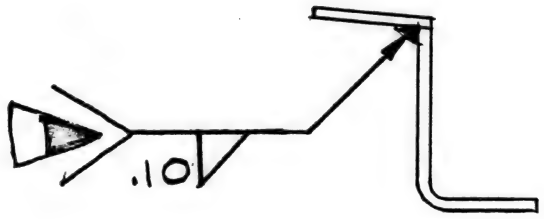
AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
				581-250			

J.P. Moore 6-50 17

MODEL 707	7-17-57 DWG REC CLK	BOEING AIRPLANE COMPANY		RING STIFFENER SEGMENT - ENGINE EXHAUST PLUG DWG TITLE	
DRAFTED ALFREEMAN	7-17-57 RELEASE	DRAWING DEPARTURE AUTHORIZATION	ISSUE No.	DDA No.	DRAWING No.
CHECKED HUMAN	7-17-57 B/P GROUP	THE DWG WILL NOT BE CHANGED	ITEM 7811 ~~CHG~~ No.	1	65-7017
STRESS	R. PEARSON REQUESTED	REASON: TO PROVIDE OPTIONAL CONSTRUSTION	SEC. No. 78		
APPROVED 7-18	PROD INFO				
APPROVED	SHOP INFO		CHG EFF		
APPROVED	ELR OR DCR				

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

-1, -2, -3 SEGMENTS MAY BE MADE FROM TWO PIECES.



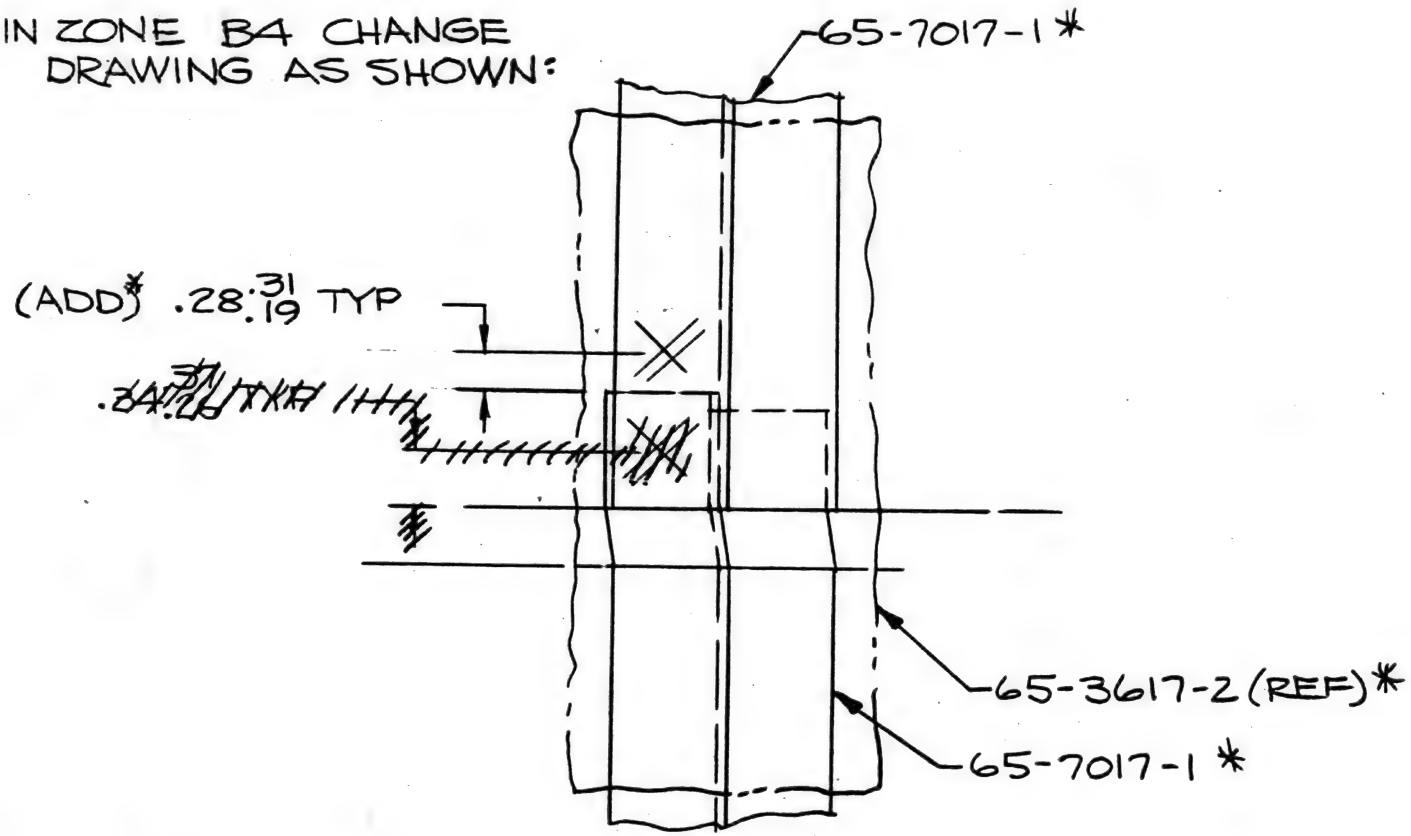
INERT TUNGSTEN ARC WELD PER BAC 5932

6-50 1T Aircraft

MODEL 707		7-17-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY		RING STIFFENING ENGINE EXHAUST PLUG	
DRAFTED AL FREEMAN	7-12-57	7-17-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE INSTALLATION	
CHECKED SHUMAN	7-12	7-19-57 B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN		ADCN: 1	DRAWING NO.: 65-7020
STRESS —		PEARSON REQUESTED	☐ DEVIATION ☑ VARIATION	ITEM CHG. NO. 7811		
APPROVED [signature]	7-16		REASON: MANUFACTURING FACILITY	SEC. NO. 78		
APPROVED		PROD. INFO.		CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZONE B4 CHANGE DRAWING AS SHOWN:



*ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

ADCN REPRODUCIBLE TO IPD & RMD

6-64 27 NOT PROCE

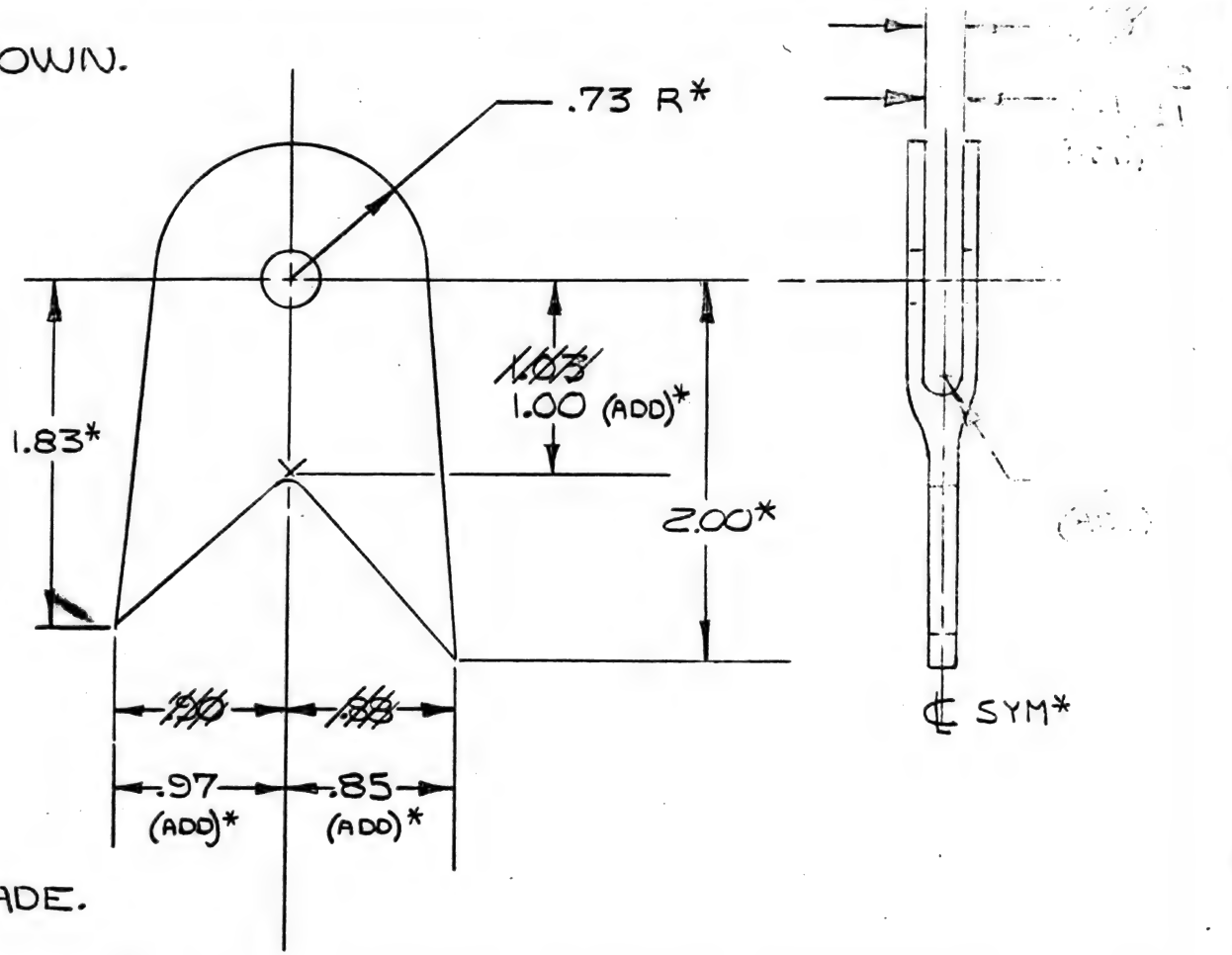
MODEL 707-120		D17-17-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED E. WHITE	6/15/57	9C7-1757 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED EIS	6/15/57	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS —		ROHR REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED R. Ahern	6/17/57		REASON: PRESENT DIMENSIONS CONFLICT WITH ASSEMBLY DWG. (ENGRG ERROR)
APPROVED	6/17/57	PROD. INFO.	

ISSUE NO.	LUG - SUPPORT - EXHAUST PIPE DWG. TITLE		
ITEM 7911 CHG NO.	ADCN R-1	66-	
SEC. NO. 78			
1-199 &			
301-1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	. . . . .									

REVISE DIMENSIONS AS SHOWN.

APPROVED
Chkd. By: [illegible] Date 7-15-57
Apprvd. By [illegible] Date 7-15
Boeing Airp. Co.-Transport Div



* ADCN REF ONLY

NONE. NO PROD PARTS MADE.

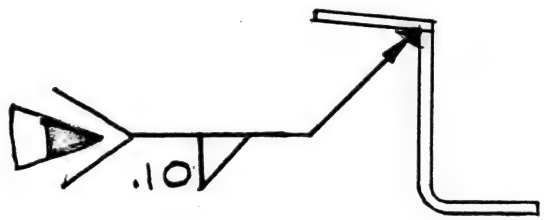
AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

6-50 17

MODEL 707	DWG REC CLK 7-17-57	BOEING AIRPLANE COMPANY		RING STIFFENER SEGMENT - ENGINE EXHAUST PLUG	
DRAFTED AL FREEMAN	RELEASE 7-19-57	DRAWING DEPARTURE AUTHORIZATION	ISSUE No.	DWG TITLE	
CHECKED HUMAN	B/P GROUP 7-19-57	THE DWG WILL NOT BE CHANGED		DDA No.	DRAWING No.
STRESS	R. PEARSON REQUESTED	REASON: TO PROVIDE OPTIONAL CONSTRUSTION	ITEM 7811 ~~CHG~~. No.	1	65-7017
APPROVED 7-18	PROD INFO		SEC. No. 78		
APPROVED 7-15	SHOP INFO				
APPROVED	ELR OR DCR		CHG EFF		

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

-1, -2, -3 SEGMENTS MAY BE MADE FROM TWO PIECES.



INERT TUNGSTEN ARC WELD PER BAC 5932

8-52 NOT PROCESS

MODEL 707-120		DWG. REC. CLK. 7-15-57	BOEING AIRPLANE COMPANY
DRAFTED E15	6-12-57	RELEASE 7-15-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED E. Nilsen	6/24/57	B/P GROUP 7-15-57 LB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS —		REQUESTED ROHR	☐ DEVIATION ☒ VARIATION
APPROVED R. Ahern	6/24/57	PROD. INFO. NONE - NO PARTS MFG'D.	REASON: DETAIL PART NOS OMITTED & NUTPLATE INCORRECTLY CALLED OUT: (ENGRG ERROR)
APPROVED [illegible]	6/24		

ADCN

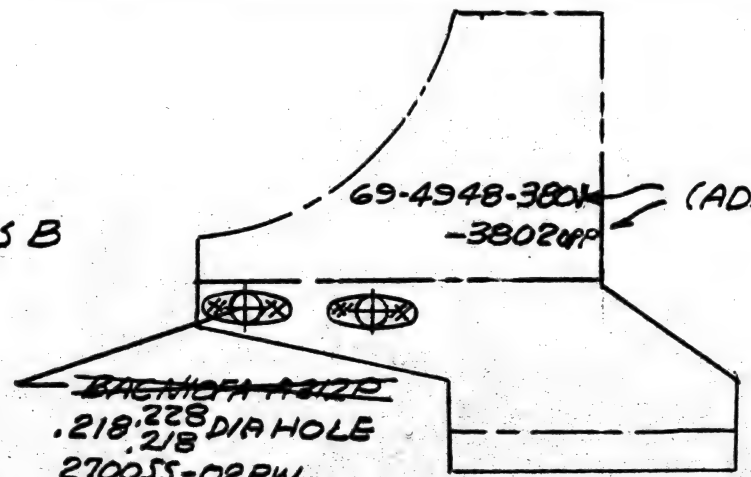
ISSUE NO.	CHANNEL-FAIRING SUPPORT, SOUND SUPPRESSOR ASSY OF		
	ADCN	DRAWING NO.	SHT.
ITEM 7813 CHG. NO.	R1	69-4948	—
SEC. NO. 78			
ALL			
CHG. EFF.			

APPROVED
Chkd. By
Appr'd. By
Boeing Airp. Co.-Transport Div.

PARTS LIST ZONE	REPLACES	69-4948-2	69-4948-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	Date 7-11	
I-4	—			2	BACNIOFA-A312P	NUTPLATE							
I-2	—				69-4948-2	OPP 69-4948-1							
I-1	—				69-4948-1	CHANNEL ASSY OF							
NEW	BACNIOFA-A312P	↘	↘	2	270055-02PW	NUT-PLATE, 1200°F (BAC NIOFA-A312P)	NUTT-SHEL CO., 811 AIRWAY GLENDALE, CALIF. (OR EQUIVALENT)						
NEW		↘		1	-3802	OPP-3801		.036X6.0X8.0	1	—	F-8.05		R
NEW			↘	1	-3801	CHANNEL		.036X6.0X8.0	1	—	F8.05		R
NEW	69-4948-2			—	69-4948-2	OPP 69-4948-1							R
NEW	69-4948-1			—	69-4948-1	CHANNEL, ASSY OF							R

REVISE P/L AS SHOWN ABOVE
REVISE DWG AS SHOWN BELOW

ADD TO GENERAL NOTES:
XX SPOTWELD PER BAC 5933 CLASS B



*ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 334 G-65

2-7000

7-54 # REPRODUCIBLE TO IPD & ROHR

MODEL 707	DWG REC CLK 7-15-57	BOEING AIRPLANE COMPANY	ISSUE No.
DRAFTED J.P. WEED	RELEASE 7-15-57	DRAWING DEPARTURE AUTHORIZATION	CHG. No. 7832
CHECKED E V Rich 7/11/57	B/P GROUP 7-15-57	THE DWG WILL NOT BE CHANGED	SEC. No.
STRESS	REQUESTED PEARSON R.	REASON: NEW HI-TEMP BEARING NOT AVAILABLE AT THIS TIME.	CHG EFF
APPROVED	PROD INFO		
APPROVED W W Rem 7-11	SHOP INFO		
APPROVED	ELR OR DCR		

DDA

DIRECTIONAL VALVE ASSY EXTEND
DWG TITLE THRUST. REVERSER

DDA No.	DRAWING No.
1	69-4902

PARTS LIST ZONE	REPLACES 69-4902	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	V	1	~~RAP3MS-51~~	~~BEARING ROD END BALL (BAE-BIOA-680)~~			MARLIN ROCKWELL CORP JAMESTOWN N.Y. (ORIGIN)			
	V	1	RA3MS *	BEARING ROD END BALL			FAFNIR BRG. CO. NEW BRITAIN CONN (OREQD U.)			

* REMOVE NON-METALLIC SEALS & REPACK WITH SHELL 2117GA SILICONE GREASE.
OPTIONAL: REPLACE NON-METALLIC SEALS WITH TEFLON SEALS.

FIRST TWO UNITS MFG'D BY ROHR ONLY

FIRST FOUR UNITS MFG'D BY IPD ONLY

8-5+1+

MODEL 707-120		7-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED E15	6-28-57	7-15-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED E. White	7/1/57	7-15-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		ROHR REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED R. Ahern	7/2/57	NONE NO PARTS MFG'D.	REASON: TO FACILITATE FABRICATION.
APPROVED [illegible]	7/1/57	PROD. INFO.	(MFG FACILITY)

ADCN

ISSUE NO.	ADCN	DRAWING NO.	SHT.
A		BAFFLE ASSY THRUST REVERSER (DWG. TITLE)	
ITEM 7812 (CHG. NO.)	R-1	69-4895	—
SEC. NO. 78			
ALL			
CHG. EFF.			

PARTS LIST ZONE	REPLACES -6	-5	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
NEW				V	V	1	-3803	BAFFLE		.031 X 3.0 X 4.50	2	—	F-8.05	
NEW			V			1	-3802	BAFFLE		.031 X 4.50 X 8.0	2	—	F-8.05	
NEW	V	V				1	-3801	BAFFLE		.031 X 4.50 X 4.50	2	—	F-8.05	

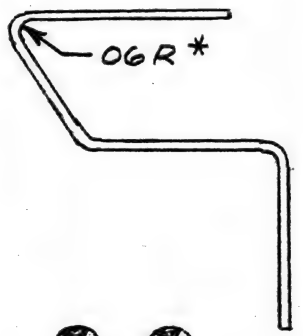
REVISE P/L, ADD SECT ⊗-⊗, & ADD FLAG NOTES AS SHOWN

APPROVED
Chkd By: I. Greenag Date 7/11/57
Approved By: [illegible] Date 7-11-57
Boeing Airp. Co.-Transport Div.

1 -3803 OPTIONAL TO -7 & -10

2 -3802 OPTIONAL TO -8 & -11

3 -3801 OPTIONAL TO - 9 & -12



⊗-⊗

TYP FOR -3801, -3802, -3803
(SECT ⊗-⊗ IDENTICAL TO SECT A-A
EXCEPT FOR ONE PIECE CONSTRUCTION)*

*ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

4-72 1T (NOT PROCESS)

MODEL 707		DL 7-22-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED C. ROSS	6/13/57	7-22-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED H. DARTON	6/13/57	7-22-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS Herbst	6/14/57	ROHR ENGRG REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		▷ PROD. INFO.	REASON: PT "A" IS NOT LOCATED VERTICALLY (ENGRG ERROR)
APPROVED C. Bushnell	6/18/57		

ADCN

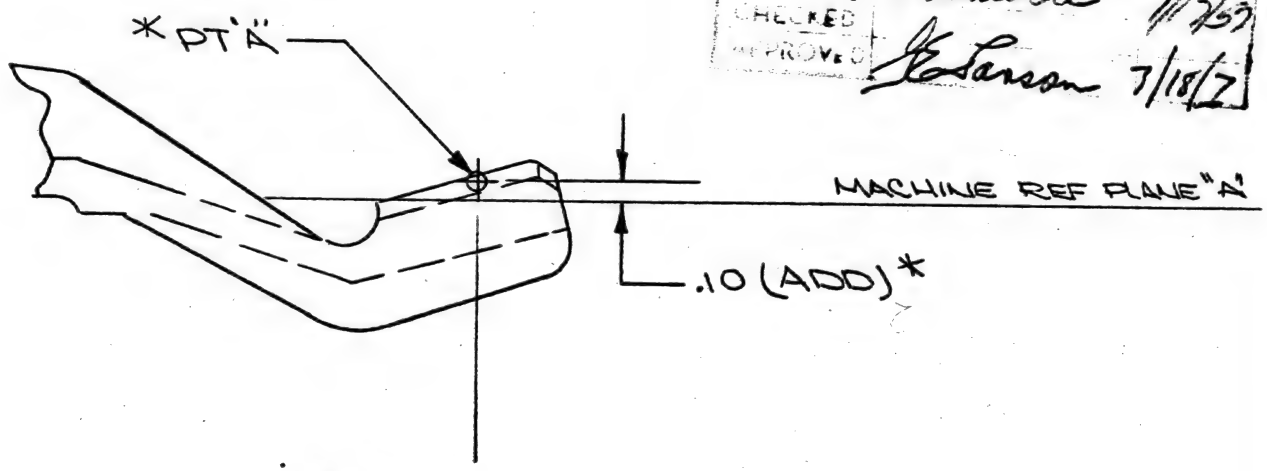
ISSUE NO.	ADCN	DRAWING NO.	SHT.
ITEM 77250 CHG. NO.	R1-1	65-4395	-
SEC. NO. 76			
1 THRU 199			
301 THRU 1999 CHG. EFF.			

DWG. TITLE HANGER-THRUST REVERSER SHAFT-INBD NAC STRUT, ASSY OF

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD DIM TO DWG AS SHOWN BELOW

BAC RELEASED
UNCLD BY SEC ACT
✓ 707
CHECKED B Blakeslee 7/17/57
APPROVED G Larson 7/18/57



* ADCN REF

▷ RWK DETAIL PARTS & ASSY'S

581-5800

KC-135 NOT AFFECTED

HP 7/19/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

4-54 1T

MODEL 707		7-22-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY, SEATTLE 14, WASHINGTON
DRAFTED CHRISTENSEN	7-17-57	7-22-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED		7-23-57 B/P UNIT	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED			REASON: TO BRING TAB BLOCK UP TO DATE
APPROVED APDuddleston	7-18-57	PROD. INFO.	

ISSUE NO. A	SPECIAL RIVET CONTROL REVERSE THRUST		
	DWG. TITLE	ADCN	DRAWING NO. / SHT.
CHG. NO. PRR 9500		2	63-1440 —
SEC. NO. 51			
NOTED			
CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE TAB BLOCK TO READ AS SHOWN:

AH 7/19/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
51		65-2121	707				

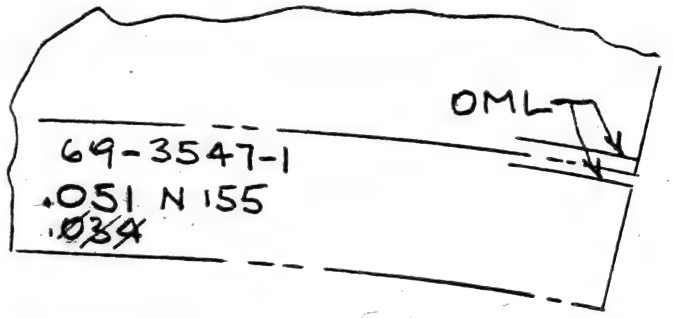
6522T REPRODUCIBLE TO IPD & ROHR

MODEL 707		DWG. REC. CLK. 6-21-57	BOEING AIRPLANE COMPANY	ISSUE NO. ITEM 7813	ANGLES - SLEEVE DOOR THRUST REVERSER
DRAFTED PUNCOCH	6-17-57	RELEASE 6-21-57	ADVANCE DRAWING CHANGE NOTICE	CHG. NO.	DWG. TITLE
CHECKED SHUMAN	6-17-57	B/P GROUP 6-21-57 CB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 78	ADCN 1 / DRAWING NO. 69-3547 / SHT. -
STRESS W. Kmz	6-18-7	REQUESTED BENNETT	☐ DEVIATION ☐ VARIATION		
APPROVED	6/19/7		REASON: TO FACILITATE ASSEMBLY		
APPROVED		PROD. INFO.		CHG. EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		-	-1	ANGLE - LWR	-	.034 x 10.7 x 2.7	▷1	-	F-8.05	R
		-	-1	ANGLE - LWR	-	.051 x 10.7 x 2.7	▷1	-	F-8.05	R

IN P/L CHANGE STOCK SIZE AS SHOWN ABOVE.

ON F/D CHANGE 69-3547-1 AS SHOWN:



AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 934 C-RS

2-7000

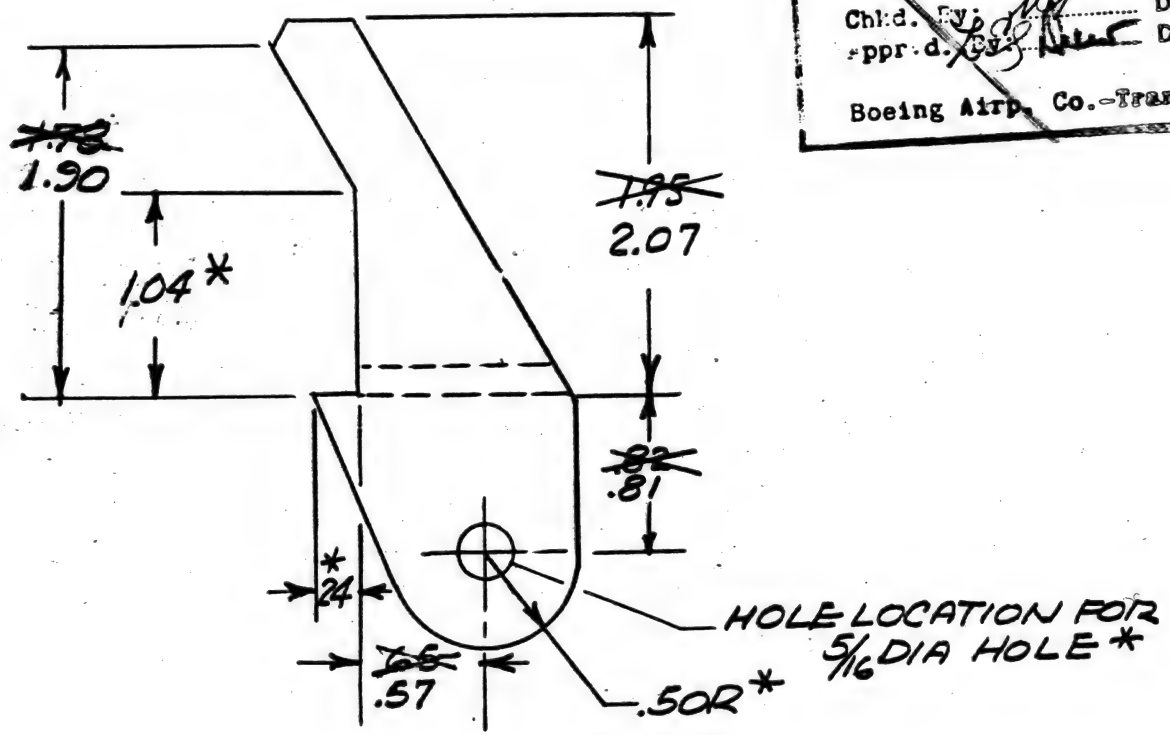
11-52 3T REPRODUCIBLE TO JPD & ROHR

MODEL 707-120		DWG. REC. CLK. 7-10-57	BOEING AIRPLANE COMPANY		FITTING LINK ATTACHMENT THRUST REVERSER
DRAFTED EIS	6-19-57	RELEASE 7-10-57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO. ITEM 7812	DWG. TITLE
CHECKED E. White	6/9/57	B/P GROUP 7-10-57 MB	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO.	ADCN R1 / DRAWING NO. 66-3341 / SHT. —
STRESS —		REQUESTED ROHR	☐ DEVIATION ☒ VARIATION	SEC. NO. 78	
APPROVED R. Ahern	6/21	NONE NO PARTS MACHINED	REASON: HOLE LOCATION IN FITTING IS NOT IN AGREEMENT WITH GEOMETRY OF CASCADE & STRUT ASSYS	ALL	
APPROVED [illegible]	6/20/57	PROD. INFO.		CHG. EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE DIMS. AS SHOWN.

APPROVED
Chkd. By: [illegible] Date
Appr'd. By: [illegible] Date 7/11
Boeing Airp. Co.-Transport



*ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

11-52 3T REPRODUCIBLE TO IPD & ROHR

MODEL 707-120		DWG. REC. CLK. 7-10-57	BOEING AIRPLANE COMPANY
DRAFTED EIS	6-19-57	RELEASE 7-10-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED E.M.White	6/20/57	B/P GROUP 7-10-57 MA	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS —		REQUESTED ROHR	☐ DEVIATION ☒ VARIATION
APPROVED R. Ahern	6/20	PROD. INFO. HOLE 10 PARTS MACHINED	REASON: HOLE LOCATION IN FITTING IS NOT IN AGREEMENT WITH GEOMETRY OF CASCADE STRUT ASSYS ➤

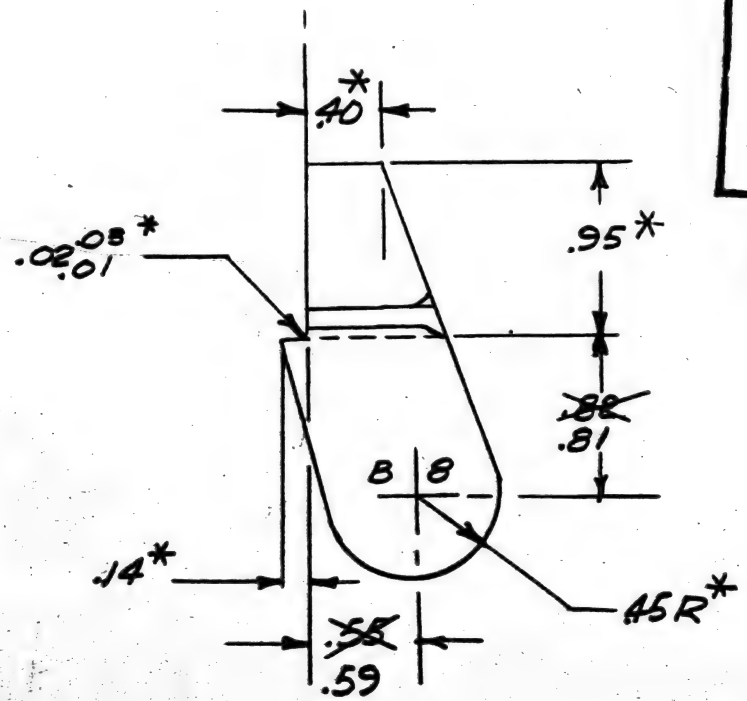
ISSUE NO.	DWG. TITLE: FITTING STRUT ATTACHMENT THRUST REVERSER		
	ADCN	DRAWING NO.	SHT.
ITEM 7812 CHG. NO.	R1	66-3342	—
SEC. NO. 78			
ALL			
CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE DIMS. AS SHOWN ➤ (ENGRG ERROR)

APPROVED
Chkd. By: JNT Date
Appr'd: [illegible] Date 7-9-57
Boeing Airp. Co.–Transport Div.



*ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 934 C-RR

2-7000

REPRODUCIBLE TO IPD ONLY 4-60 IT

MODEL	707
DRAFTED	M. PUNCOCH (6-28-57)
CHECKED	
STRESS	
STANDARDS	
APPROVED	
APPROVED	

DWG REC CLK 7-11-57
RELEASE 7-11-57
B/P UNIT
PRODUCTION I.P.D. REQUESTED
PROD INFO
SHOP INFO
DCR No.

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

DRAWING DEPARTURE AUTHORIZATION

THE DWG WLL NOT BE CHANGED

REASON: TO FACILITATE MANUFACTURE

MCR No.
SEC No. 78
ITEM 7812
CHG EFF ALL

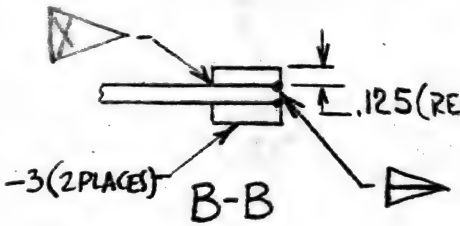
DWG TITLE: BEAM - SUPPORT THRUST REVERSER

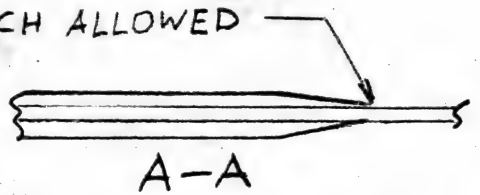
DDA NO.	DRAWING NO.
2	69-3531

PARTS LIST ZONE	REPLACES	-1	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX.)	MATERIAL	HEAT TREAT	FINISH
			—	69-3531	BEAM		.30 X 12.18 X 2.02			
	69-3531	-	—	69-3531-1	BEAM ASSY OF					
		V	1	-2	BEAM		.06 X 12.2 X 2.02			
		V	2	-3	FLANGE		.125 X .20 X 8.60			

ADDED TO P/L AS SHOWN ABOVE.

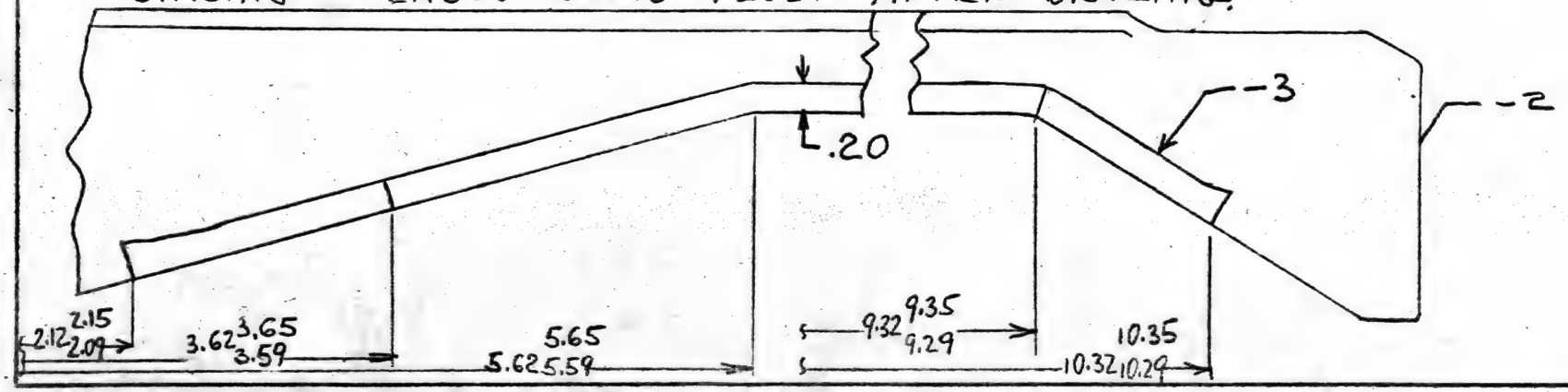
ADDED OPTIONAL ASSY METHOD, AS SHOWN
ADDED DIM. TOLERANCES & ⊠ ⊳ FLAGNOTES.





⊠ FURNACE BRAZE ALL MATING SURFACES & INSPECT PER AMS 2675A WITH AMS 4775 HEAT RESISTANT BRAZING ALLOY.

⊳ TACKWELD (HASTELOY "W" INERT TUNGSTEN ARC) THIS AREA, APPROX. 2" SPACING @ ENDS. GRIND FLUSH AFTER BRAZING.



POWER PLANT

12-20 4 REF COORD SHT CX10-126

MODEL 707		7-10-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED J.P. THOMPSON	6-21-57	EZ 7/10/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED J. RASNACK	6-27-57	7-10-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		WATANABE 6-30-60 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED H.B. Larson	7/2/57	P PROD. INFO.	REASON: REVERSE THRUST CONTROL INSTL INTERFERENCE REF COORD SHT CX10-126
APPROVED			

ISSUE NO.	OUTBD STRUT-NACELLE ASSY OF DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
95000 CHG. NO.	6	5-85627	1A
SEC. NO. 74	7	5-85627	2A
1-199			
301-1999 CHG. EFF.			

ADCN 55 55

PARTS LIST ZONE	REPLACES	5-85627-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
33		✓	X 6	AN3-3A	BOLT						
41		✓	X 6	6800-02	BOLT RETAINER (BAC-R10G-31)		B				

SHT 1A: CHANGE P/L AS SHOWN ABOVE:

SHT 2A:

ZN B7 VIEW C7 CHANGE CALLOUTS AS SHOWN BELOW:

TYPICAL FOR STA. 145.82, 169.10, 180.55
191.85, 203.45 & ~~210~~

.218 .228 DIA HOLE
.218
AN 3 - 3A
6800-02
~~(7 PLACES)~~
(6 PLACES)

P COMPLETED ASSEMBLIES SATISFACTORY
PLUG OPEN HOLES WITH 2017-T3 RIVETS ON PARTS ALREADY MADE

AF 7/9/57

WORK PRESS. PSI	NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
	TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									

BAC 934 E-81 6450 7-3-7

7-55 2T

MODEL 707		707-10-52 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON
DRAFTED M. PUNCOCH	6-27-57	707-10-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED Frangdahl	7/3/57	7-10-57 MB B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS W. Pang	7/5/57	PEARSON REQUESTED	☐ DEVIATION ☒ VARIATION
STANDARDS 998		☒ PROD. INFO.	REASON: FACILITATE PROCUREMENT
APPROVED OK 7/9			

ISSUE NO.	ADCN	DRAWING NO.	SHT.
CHG. NO. 7815	1	65-6394	-
SEC. NO. 78			
CHG. EFF. ALL			

DWG. TITLE: HINGE FITTING CLAMSHELL DOOR THRUST REV.

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		-	65-6394-1	HINGE FITTING		1.5 x 11.0 x 5.0	▷1		F -8.05	R

ADD STOCK SIZE & FLAG AS SHOWN.

CHANGE FLAGNOTE AS SHOWN BELOW:

▷1 N-155 CORROSION RESISTANT STEEL BAR PER AMS 5768 B. OPTIONAL HASTELLOY 'X' PLATE PER AMS 5536 A.

△ MATERIAL PURCHASED BY P.R. 218848

WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
		TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									

7-55 3T

MODEL THRUST REVERSER		DWG. REC CLK 7-11-57	BOEING AIRPLANE COMPANY
DRAFTED D. KREINER	7-3-7	RELEASE 7-10-57MG	ADVANCE DRAWING CHANGE NOTICE
CHECKED M. PUNCOCH	7-5-57.	B/P GROUP PEARSON	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED	☐ DEVIATION ☑ VARIATION
APPROVED			REASON: STRESS RELIEF NOT REQUIRED.
APPROVED		PROD. INFO.	

ISSUE NO.	DWG. TITLE		
A	SLEEVE DOOR-THRUST REVERSER, ASSY OF		
CHG. NO. ITEM 7813	ADCN 1	DRAWING NO. 65-4290	SHT. 1
SEC. NO. 78			
CHG. EFF. ALL			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		-	65-4290	SLEEVE DOOR, ASSY OF	C4			~~(6)~~		

NOTE: CHANGE P/L AS SHOWN ABOVE.
DELETE RELIEF NOTE AS SHOWN BELOW.

~~(6) STRESS RELEIF AFTER ASSY..... & AIR COOL.~~

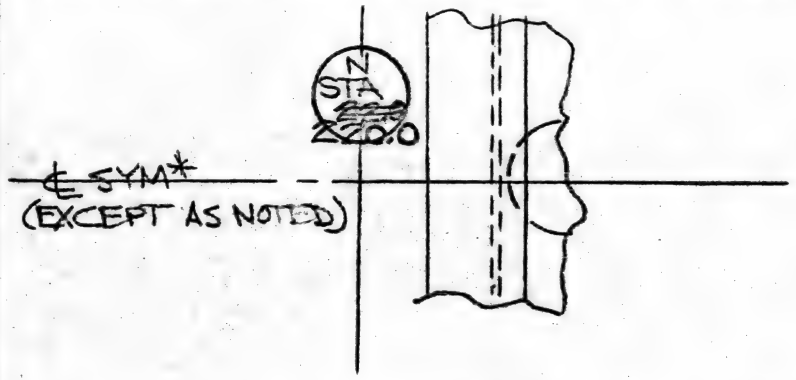
AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

MODEL 707		7-1-57 REVISED	BOEING AIRPLANE COMPANY
DRAFTED AL FREEMAN 6-25-57		SI	ADVANCE DRAWING CHANGE NOTICE
CHECKED M. PUNCOCH 7-5-57		P. P. GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS —		PERSON REQUESTED	☐ DEVIATION ☑ VARIATION
APPROVED			REASON: ENGR ERROR
APPROVED		PROD. INFO.	

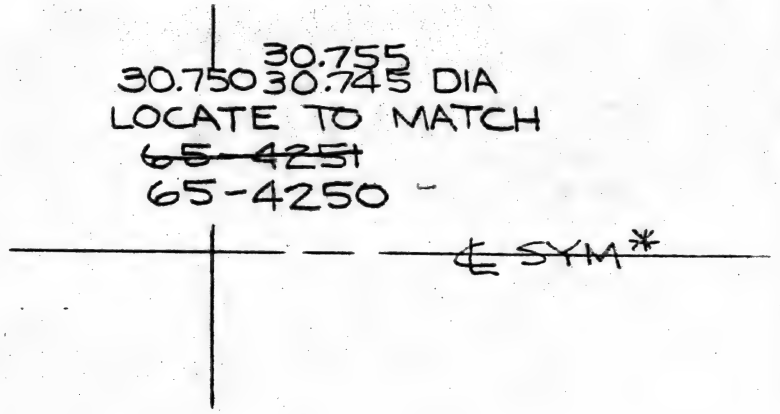
ISSUE NO	DWG. TITLE: STRUT, EXHAUST PLUG, ASSY OF		
	ADCN	DRAWING NO.	SHT.
ITEM 7811 CHG. NO.	1	65-4286	2
SEC. NO. 78			
CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

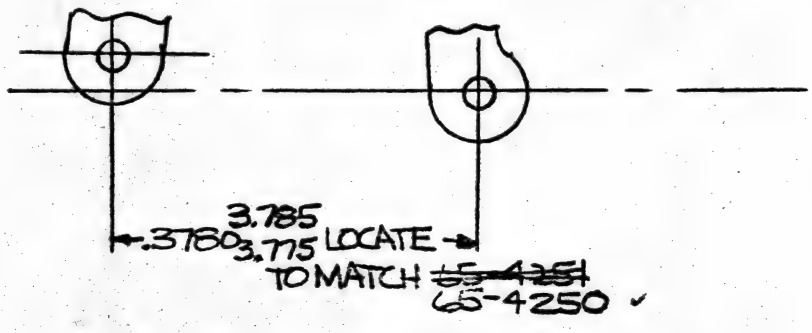
IN ZONE B4 CHANGE PICTURE AS SHOWN:



IN ZONE B5 CHANGE CALLOUT AS SHOWN:



IN ZONE A4 CHANGE CALLOUT AS SHOWN:



* ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

7-55 27 REPRODUCIBLE TO IPD & ROHR

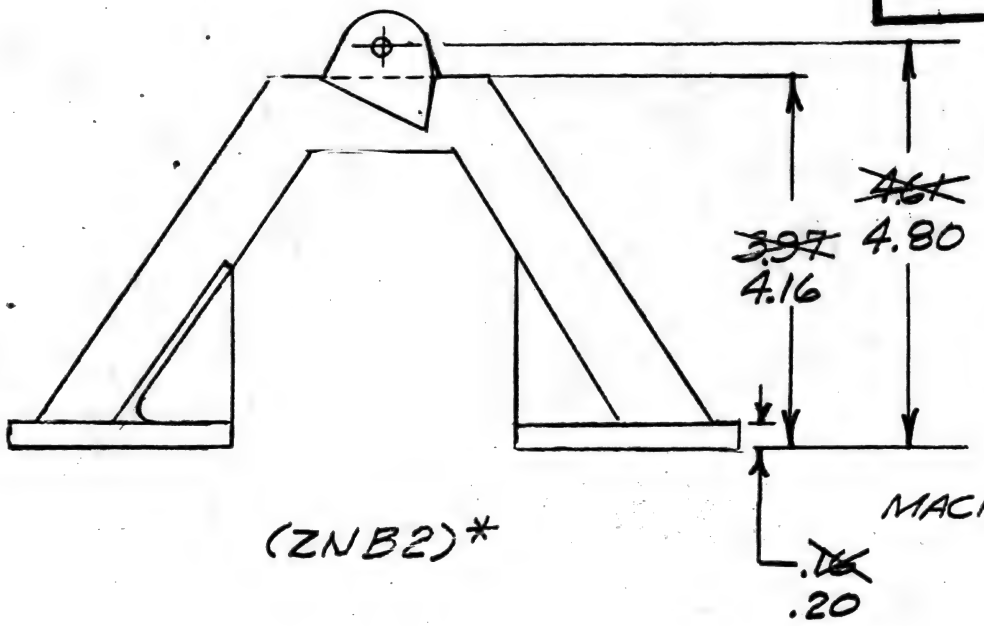
MODEL 707-120		DWG. REC. CLK. 7-10-57	BOEING AIRPLANE COMPANY
DRAFTED EIS	6-19-57	RELEASE 7-10-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED E. White	6/20/57	B/P GROUP 7-10-57 MC	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED ROHR	☐ DEVIATION ☒ VARIATION
APPROVED R Ahern	6/20	NOTE PARTS MACHINED	REASON: MACHINE DIMS DO NOT PERMIT CORRECT LOCATION OF CLAMSHELL SUPPORT BEAMS.
APPROVED	6/20	PROD. INFO.	

ISSUE NO.	DWG. TITLE		
A	"A" FRAME CLAMSHELL SUPPORT THRUST REVERSER		
CHG. NO. ITEM 7816	ADCN R2	DRAWING NO. 65-4268	SHT. —
SEC. NO. 78			
ALL			
CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN B2, REVISE DIMS AS SHOWN

APPROVED
Chkd. By: [illegible] Dat
Appr'd. By: [illegible] Date 7/1/7
Boeing Airp. Co.-Transport Div.



*ADCN REF

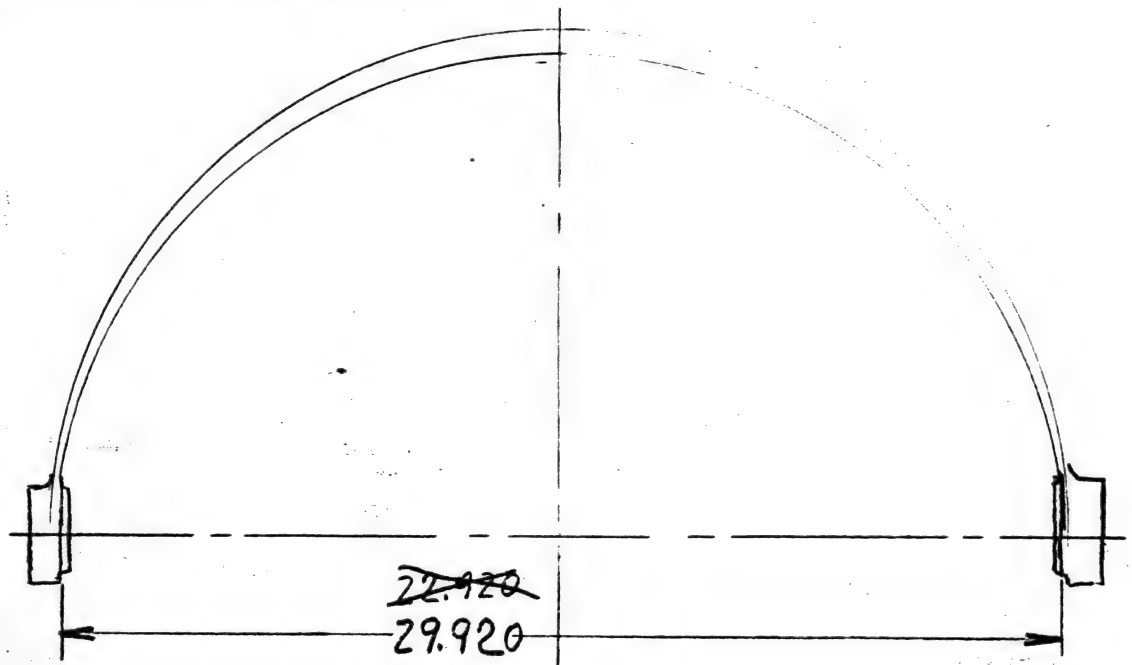
AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG-SHEET NO.

7-53 2T

MODEL 707		DWG. REC. CLK. 7-10-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	ISSUE NO.	CLAMSHELL INSTALLATION THRUST REVERSER DWG. TITLE
DRAFTED M. PUNCOCH	6-27-57	RELEASE 7-10-57	ADVANCE DRAWING CHANGE NOTICE	ADCN 2	DRAWING NO. 65-4253 SHT. -
CHECKED Tiemsdall	7-5-57	B/P GROUP 7-10-57MS	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO. 7815	
STRESS —		REQUESTED PEARSON	☐ DEVIATION ☒ VARIATION	SEC. NO. 78	
STANDARDS			REASON: DWG. ERROR		
APPROVED 8/1 7/9		PROD. INFO.		CHG. EFF. ALL	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	. . . . .									

CHANGE DIM. AS SHOWN:



REAR VIEW

				WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
						TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE										

BAC 224 E-R2

ADCN

CONTROLS

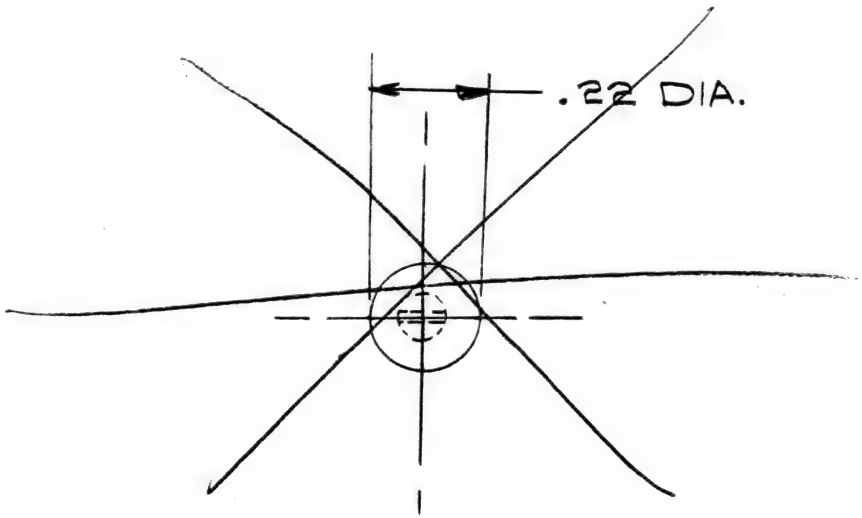
5-56 1.7

MODEL 707		DWG. REC CLK 6-25-57	BOEING AIRPLANE COMPANY	A	SPECIAL RIVET CONTROL REVERSE THRUST
DRAFTED SCHNELLE	6/7/7	RELEASE 6/25/57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE
CHECKED [signature]	6/7/7	B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 95000	ADCN 1 / DRAWING NO. 63-1440 / SHT 1
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION	CHG. NO.	
APPROVED			REASON: INTERFERENCE WITH MATING PARTS	SEC. NO. 51	
APPROVED Bailly 6-19-57		P PROD. INFO.		1-1999	
				CHG. EFF.	

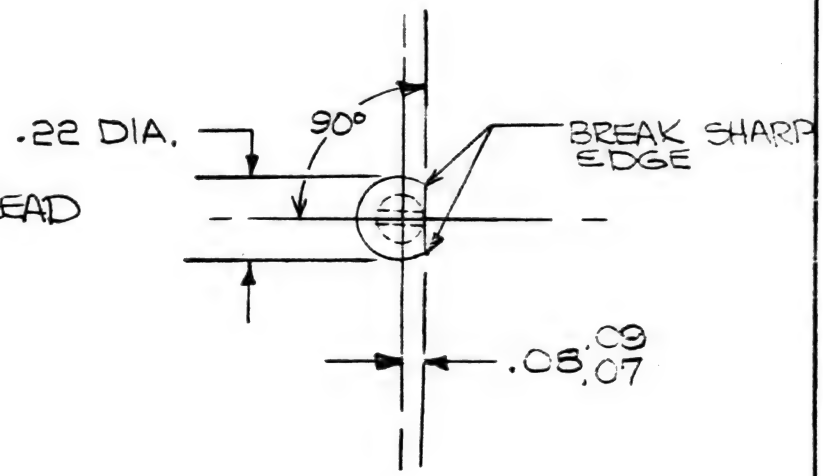
ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHG VIEW AS SHOWN BELOW-



TO READ



P

R ELR # 179284 IRON FIREMAN

HP 6/22

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

2-7000

7-5 IT NOT PROCESS

MODEL 707-120		7-3-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED E. WHITE	6/20/57	RY 7/3/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED EIS	6/20/57	7-5-7 CF B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS —		ROHR REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED			REASON: DIMENSION OMITTED (ENGRG ERROR)
APPROVED	6/20/57	PROD. INFO.	

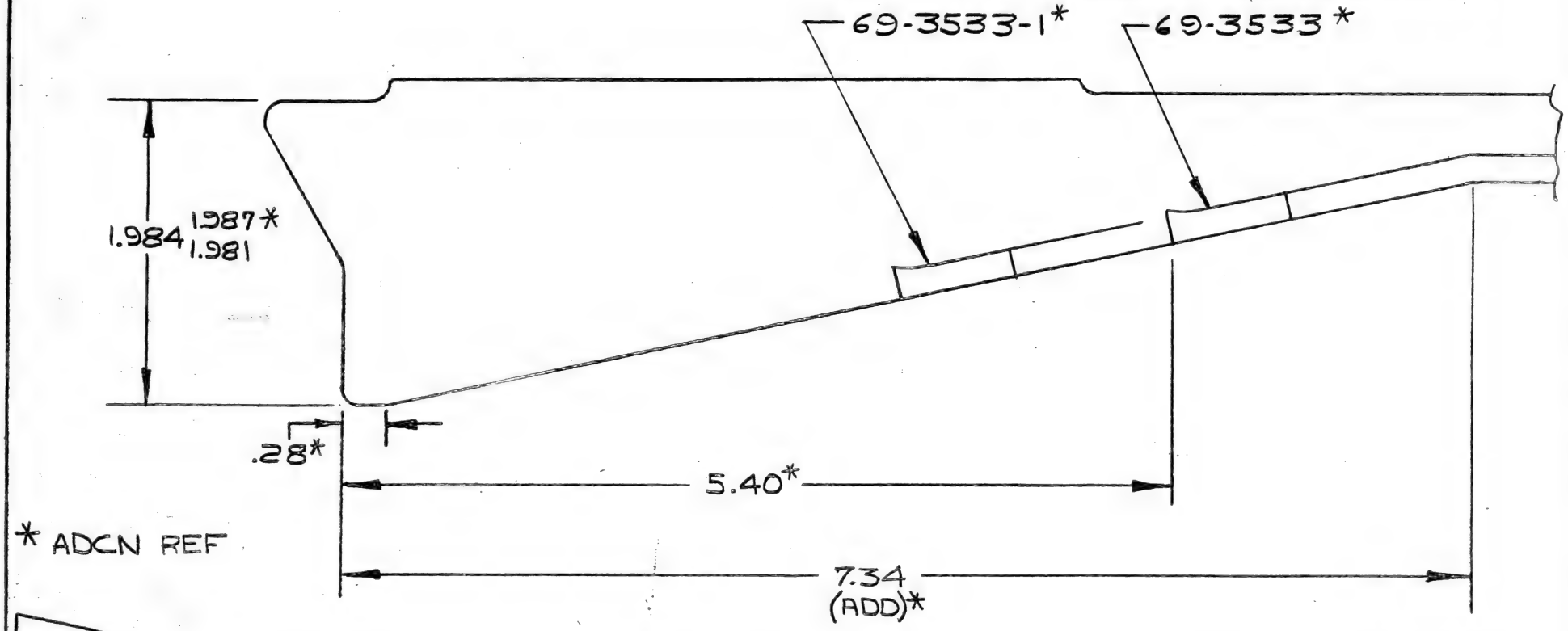
ADCN

ISSUE NO.	BEAM - SUPPORT - THRUST REVERSER DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
ITEM 7812 CHG. NO.	R-1	69-3533	-
SEC. NO. 78			
ALL			
CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	. . . . .									

APPROVED
Chkd. By: PUNCOCH Date: 6-28-57
Approved By: [signature] Date: 7-2-57
Boeing Airp. Co.-Transport Div.

ADD DIMENSION AS SHOWN BELOW.



* ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

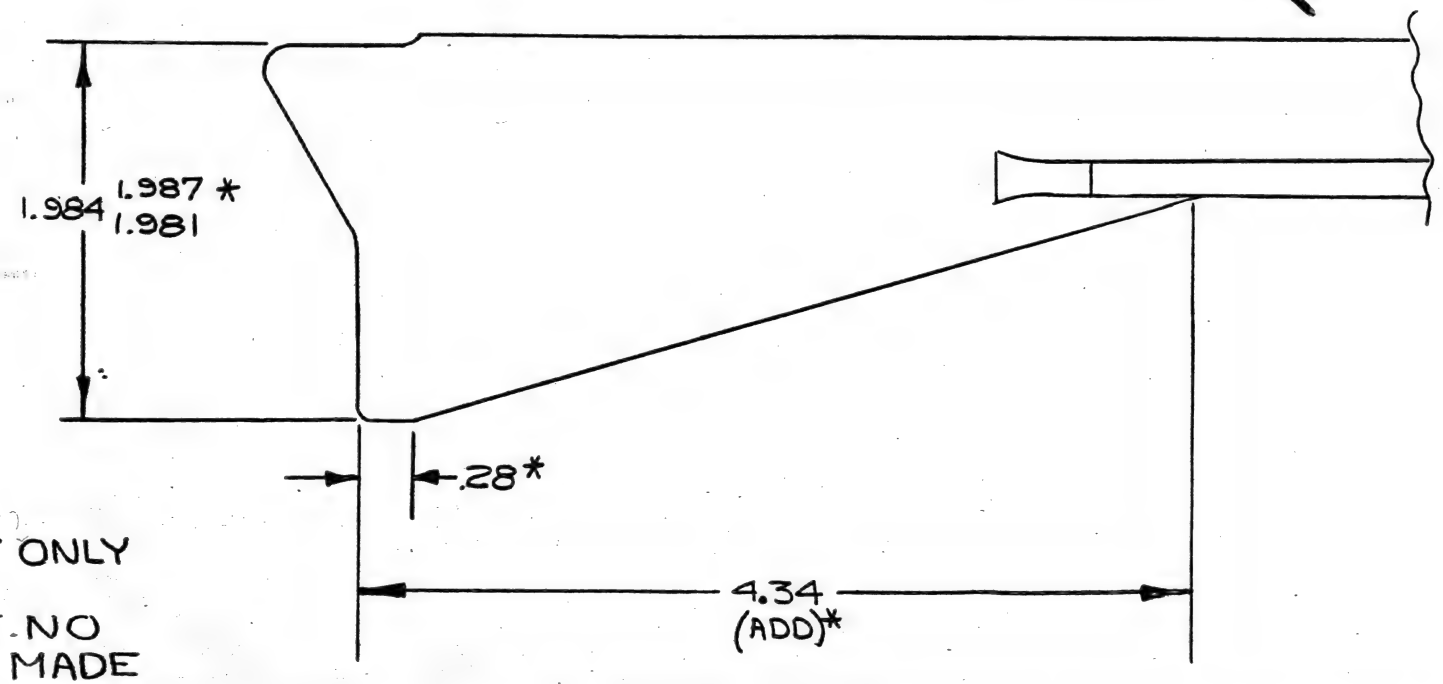
7-50 NOT PROCESS - IT.

MODEL 707-120		DWG. REC. CLK. 7-3-57	BOEING AIRPLANE COMPANY	ISSUE NO.	BEAM-SUPPORT THRUST REVERSER DWG. TITLE	
DRAFTED E. WHITE	6/20/57	RELEASE RYL 7/3/57	ADVANCE DRAWING CHANGE NOTICE		ADCN: R-1	DRAWING NO.: 69-3530 SHT.: —
CHECKED E-15	6/20/57	B/P GROUP 7-3-57 CP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO. ITEM 7812		
STRESS —		REQUESTED LOFT	☐ DEVIATION ☒ VARIATION	SEC. NO. 78		
APPROVED [signature]	6/20		REASON: DIMENSION OMITTED. (ENGRG ERROR)	ALL		
APPROVED [signature]		PROD. INFO.		CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD DIMENSION AS SHOWN BELOW.

APPROVED
Chkd. By: [signature] Date 7-1-57
Appr'd. By [signature] Date
Boeing Airp. Co.-Transport Div.



* ADCN REF ONLY

NONE. NO PARTS MADE

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
							1

ADCN

BAC 924 C-R5

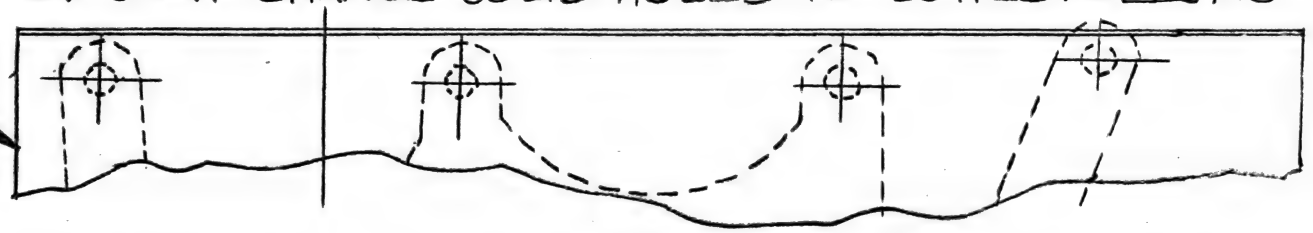
2-7000 23

7-58 IT

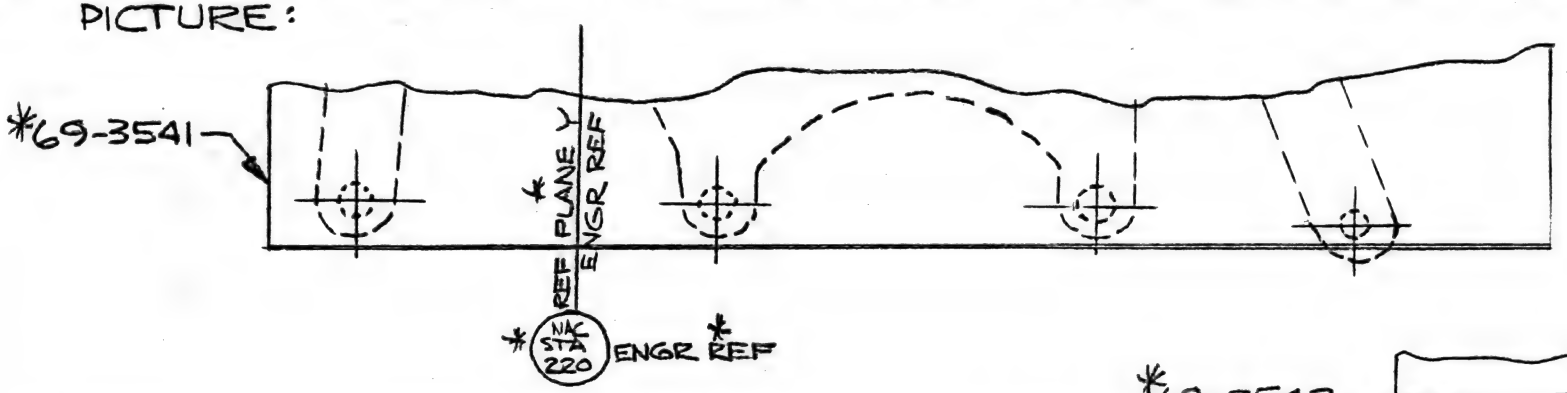
MODEL 707		D 7-3-57 DWG. REC. CCK	BOEING AIRPLANE COMPANY		EXHAUST PLUG INSTALLATION	
DRAFTED AL FREEMAN	6/28/57	R 7/3/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE	
CHECKED D.C.K.	7/2/7	7-3-7 CR B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN		ADCN: 2	DRAWING NO.: 65-3617 SHT: 2
STRESS —		FEARSON REQUESTED	☐ DEVIATION ☑ VARIATION	ITEM 7811 CHG. NO.		
APPROVED [signature]	7-2-7		REASON: ENGR ERROR	SEC. NO.		
APPROVED		PROD. INFO.		CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

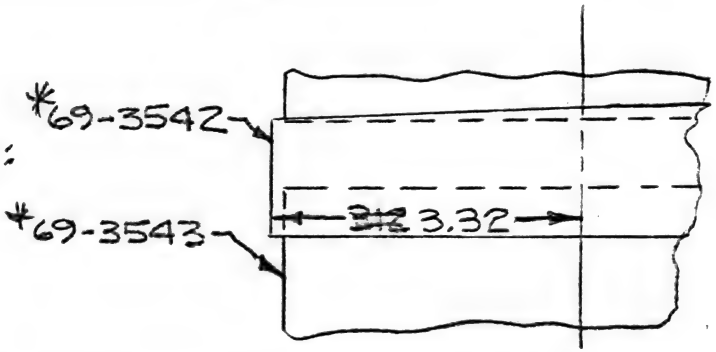
IN ZONE D6 ON 69-3541 CHANGE SOLID HOLES TO DOTTED HOLES AS PER PICTURE:



IN ZONE A6 ON 69-3541 CHANGE SOLID HOLES TO DOTTED HOLES AS PER PICTURE:



IN ZONE A6 CHANGE DIMENSION AS SHOWN:



* ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

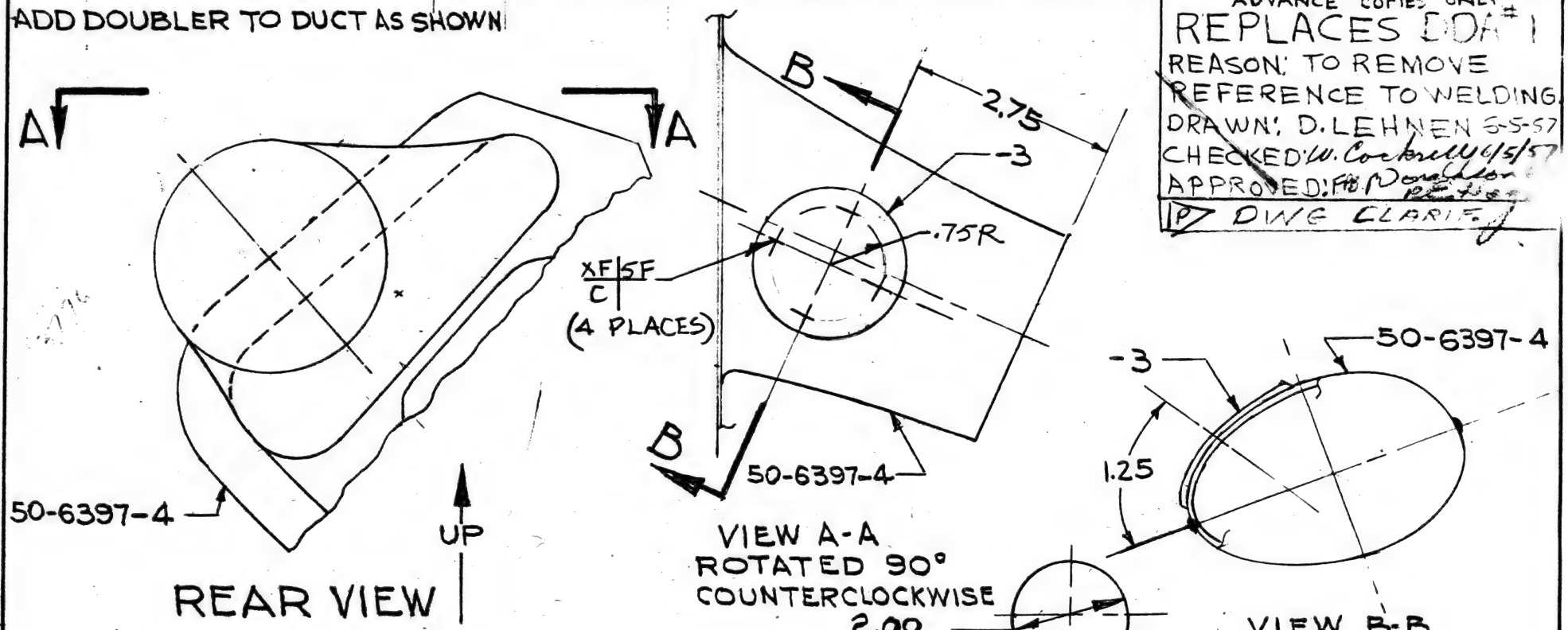
2-78 11

FLIGHT TEST MODEL 707	DT 7-2-57 DWG REC CLK	BOEING AIRPLANE COMPANY	DUCT-ALTERNATOR COOLING, ASSY OF (DWG TITLE)
4-22-57 DRAFTED F.H.STARR	EXM 7/3/57 RELEASE	DRAWING DEPARTURE AUTHORIZATION	ISSUE No. 19980 / CHG. No. / SEC. No. 71 / CHG EFF
CHECKED B.MISHEL 4-23-57	7-5-7 L-13 B/P GROUP	THE DWG WILL NOT BE CHANGED	DDA No. 1 — DRAWING No. ~~50-6397~~
STRESS E.B.Keyser 5-21-7	2-7933-4 REQUESTED	REASON: TO PROVIDE DUCT WITH DOUBLER FOR MOUNTING TOTAL PRESSURE PICKUP INSTL PER F.T. DWG. 29-5463 ON ENGINE NO. 4	DDA No. 2 — DRAWING No. 50-6397
APPROVED [illegible]	PROD INFO P		
APPROVED [illegible] 5/24	SHOP INFO		
APPROVED [illegible] 5-24	ELR OR DCR		

PARTS LIST ZONE	REPLACES	50-6397 -4	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
ADD TO P/L		✓	1	-3	DOUBLER		.081 x 1.5 x 1.5	6061-T4 BARE SHT QQ-A-327 T4 TEMP	(2)	▷●	R
AS SHOWN		–	1	-4	DUCT - ASSY OF		MAKE FROM 50-6397				R

ADD DOUBLER TO DUCT AS SHOWN

ADVANCE COPIES ONLY
REPLACES DDA #1
REASON: TO REMOVE REFERENCE TO WELDING
DRAWN: D. LEHNEN 5-5-57
CHECKED: W. Cockrell 6/5/57
APPROVED: F.H. Donahue
P DWG CLARIF.



▷ A/P 0001 ENGINE NO. 4 ONLY

P PRODUCTION PLANNING AFFECTED. SEE DDA #6 DWG 5-85655 SHT 1A

PART MARKING PER BAC 5307.

R RUBBER STAMP PART NUMBER, LOCATION OPTIONAL ● F-2.30

(2)

AHP 5/29

SP 6-4510 5-27-7 9 Cole 6-4510 6/20/7 ← (2)

5-70 1T

MODEL 707		DWG. REC. CLK. 7-2-57	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION	ISSUE NO.	BRACKET - TURBINE INLET DUCT, TURBO COMP. DWG. TITLE
DRAFTED G HARWOOD	6-18	RELEASE 7-2-57		PRR 95000 CHG. NO.	ADCN 1 / DRAWING NO. 69-3167 / SHT. -
CHECKED F.McDONOUGH	6/18/57	B/P GROUP 7-2-57 CB		SEC. NO. 76	
STRESS J. C. Brock	6-19-57	DONALDSON 6-7000 REQUESTED	REASON: TO CALL OUT REQ'D HOLE SIZE (ENGR ERROR)	1-199	
APPROVED		REWORK EXISTING PARTS PROD. INFO.		301-1999 CHG. EFF.	
APPROVED M Donaldson	6/20				

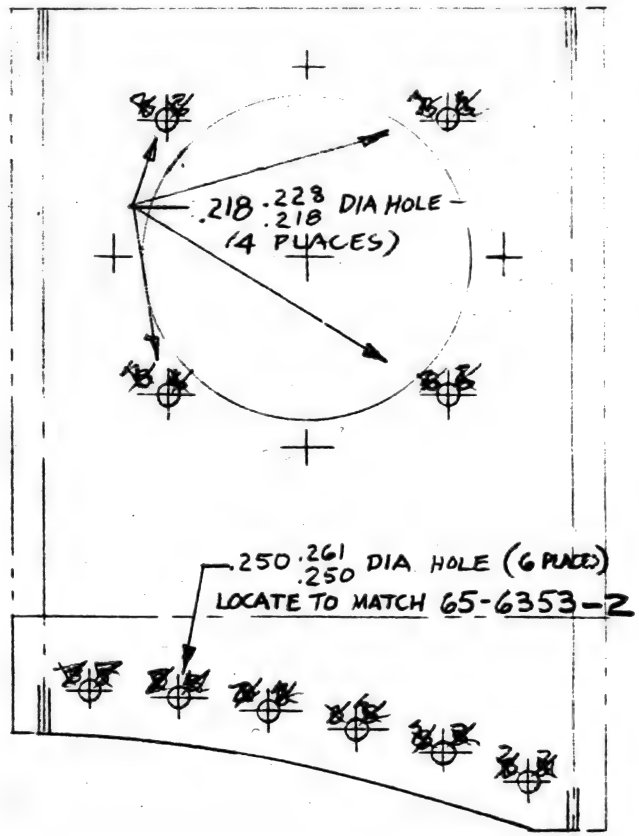
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

FROM

REMOVE GENERAL NOTES & REVISE HOLE CALL-OUT AS SHOWN BELOW

B/8 HOLE LOCATION FOR 1/4 DIA BOLT

B/6 HOLE LOCATION FOR 3/16 DIA BOLT



1

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C R5

NP 6450 6/11/57

Page 6/28/57

2-7000

ADCN

POWER PLANT

3-60 IT

MODEL KC-135		DWG. REC'D CLK 7-10-57	BOEING AIRPLANE COMPANY
DRAFTED Y. SCHUMACHER 7-5-7		RELEASE RTE 7/11/57	ADVANCE DRAWING CHANGE NOTICE
CHECKED W. W. Wood	7/5/7	B/P GROUP 7-11-57 SEC.	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		6-7000 KUSE REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED	7-8	P PROD. INFO.	REASON: TO ALLOW INSTALLATION OF PUMP ON APL #3 IN LIEU OF APL #1
APPROVED			

ISSUE NO.	ADCN	DRAWING NO.	SHT.
SFT 8027 CHG. NO.	1	65-3976	—
SEC. NO. 76			
553120 ONLY CHG. EFF.			

PUMP INSTL-HYDRAULIC J57-P29W ENGINE
DWG. TITLE ENG No 2 (TEST)

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

P ANY PARTS FABRICATED FOR APL. 55-3118 MAY BE USED ON APL. 55-3120.

REVISE TAB BLOCK AS SHOWN BELOW

WM 7-9-7

76 1 D6-1029 KC-135 55-3120 ONLY 65-3976

~~76 1 D6-1029 KC-135 55-3118 ONLY 65-3976~~

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

2-60 1T NOT PROCESS.

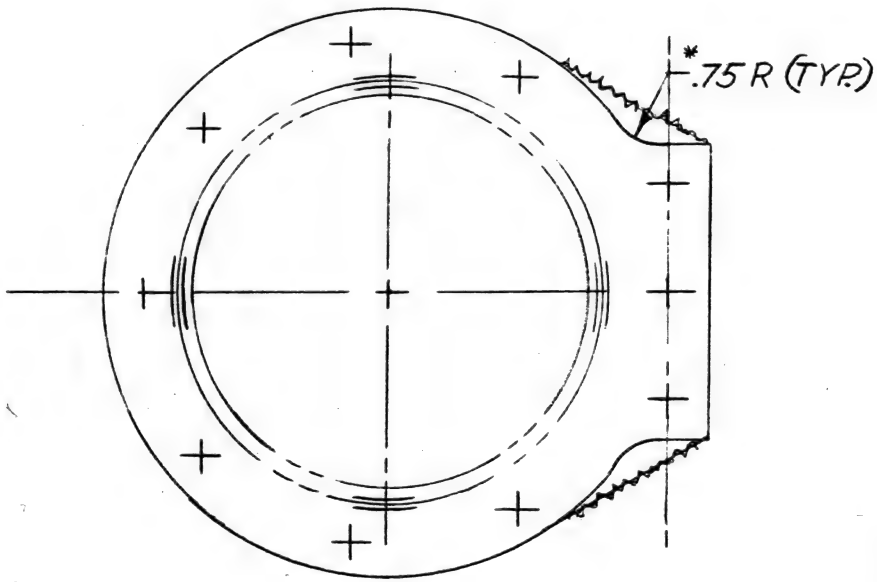
MODEL 707		DWG. REC. CLK. 7-3-57	BOEING AIRPLANE COMPANY
DRAFTED CW HULL DJZ	7/17/57	RELEASE 7-3-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED H. DARTON	7/17/57	B/P GROUP ROHR 4-1395 REQUESTED	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS M. Erickson	9/17/57	P PROD. INFO.	☐ DEVIATION ☒ VARIATION
APPROVED			REASON: TO ELIMINATE INTERFERENCE WITH RIVETS ON ASSY (ENG'RG ERROR)
APPROVED E Barnhart	9/26/57		

ISSUE NO.	DWG. TITLE		
A	FLANGE INBOARD STRUT T.A.I. DUCT SEAL.		
CHG. NO. ITEM 77810	ADCN	DRAWING NO.	SHT.
SEC. NO. 76	R_1-1	66-1654	-
1 THRU 139			
CHG. EFF. 301 THRU 1999			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE FACE OF DWG AS SHOWN BELOW.



* ADCN REF ONLY

P REWORK EXISTING PARTS & ASSEMBLIES NOT INSTALLED.

KC135 NOT AFFECTED.

☑ BAC RELEASED ☐ KC-135
☐ CANCELLED ☑ 707

CHECKED Blakeslee 9/26/57
CHECKED
APPROVED E Parsons 9/26/57

581-529 AD

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

4-11 11 NOT PROCESS

ADCN

MODEL	707	5-17-57 DWG. REC. CLK	
DRAFTED	B HOCKETT	5/17/18/57 RELEASE	
CHECKED	DARTON	6/9/57 B/P GROUP	ROHR
STRESS	[illegible]	6/19/57 REQUESTED	4-14-96
APPROVED	[illegible]		
APPROVED	[illegible]	6/26/57 PROD. INFO.	

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: CLOSE PROXIMITY OF SHRINK FLANGE TO STRETCH FLANGE MAKES PART EXTREMELY DIFFICULT TO FORM (ENGR ERROR)

ISSUE NO.	PRR 95000
CHG. NO.	76
SEC. NO.	1 THRU 199
CHG. EFF.	301 THRU 1999

DUCT-LOWER EXIT ALTERNATOR COOLING AIR, ASSY OF

DWG. TITLE

ADCN	DRAWING NO.	SHT.
R1-2	69-2451	—

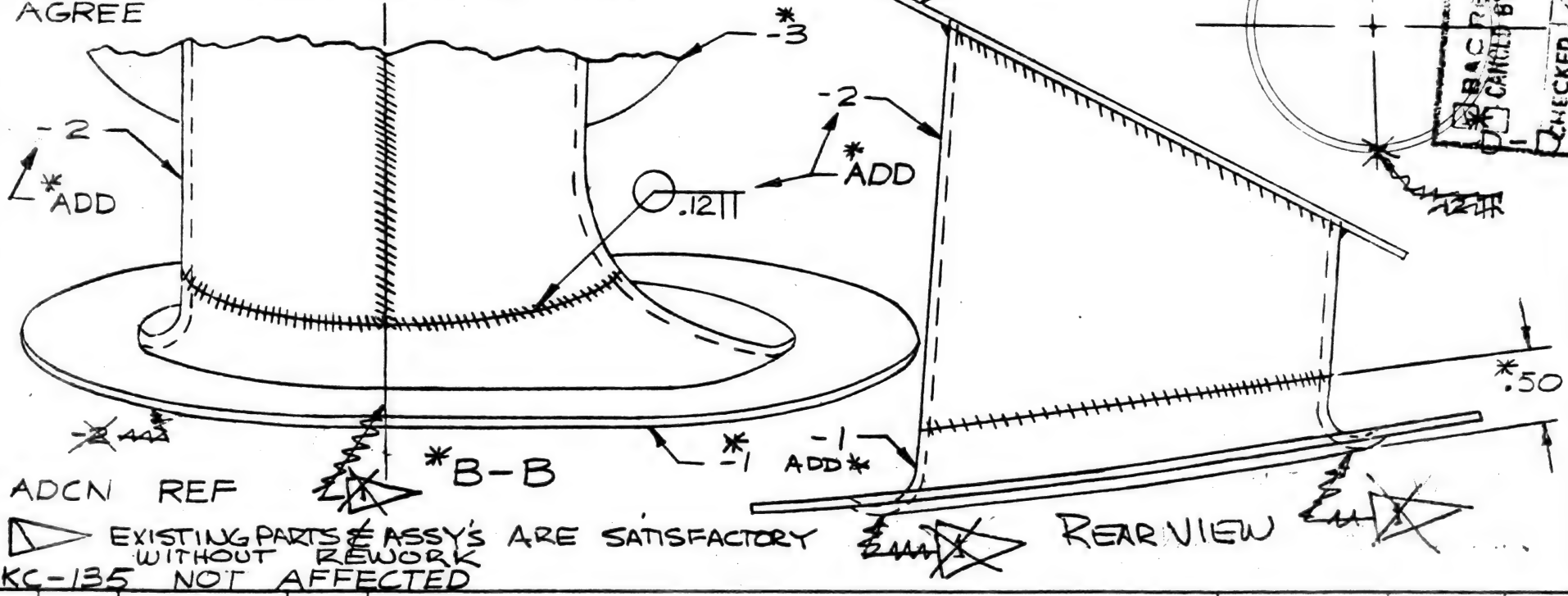
PARTS LIST ZONE	REPLACES	69-2451	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
2				-1	DUCT SECTION	—	~~.040X4.0X10.0~~ .040X5.0X6.0	2	—	F-12.10	R
3				-2	DUCT SECTION	—	~~.040X4.0X3.0~~ .040X 3.0 X 5.0	2	—	F-3.10	R

REVISE PARTS LIST AS SHOWN ABOVE

DELETE FLAG NOTE 1 ~~GRIND WELD FLUSH WITH CONTOUR~~

REVISE FACE OF DWG AS SHOWN BELOW

*CHANGE CORRESPONDING VIEWS TO AGREE



* ADCN REF

EXISTING PARTS & ASSY'S ARE SATISFACTORY WITHOUT REWORK

KC-135 NOT AFFECTED

REAR VIEW

BAC RELEASED CANCELLED BY SPEC NOTE

CHECKED
CHECKED
APPROV. D

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

Verpe 7/15/57

2-7000

FUEL SYSTEMS

MODEL	707		DWG. REC. CLK
DRAFTED	BOB D. WILLIAMS	7-3-7	RELEASE
CHECKED	E. R. Seeling	7-3-7	7-17-97 MG
STRESS			B/P GROUP
APPROVED			WAITING 6-3060 REQUESTED
APPROVED		7-5-7	PROD. INFO.

BOEING

ADVANCE DRAFTING CHANGE NOTICE

THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☐ VARIATION

REASON: TO PREVENT TUBE FROM RIDING IN CUT-OUT

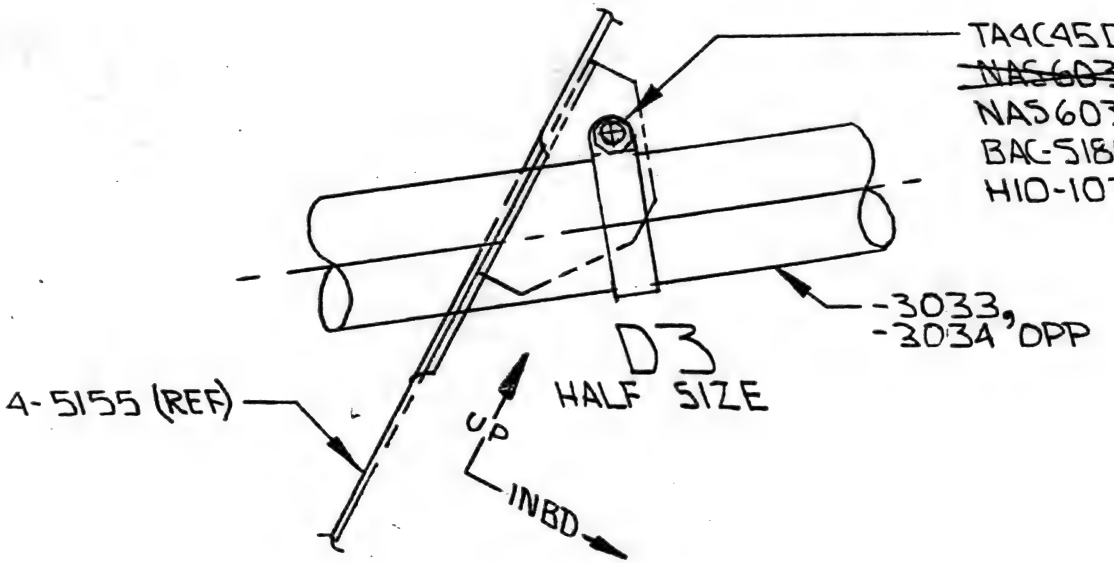
ISSUE NO.	ITEM 95000
~~CHG.~~ NO.	
SEC. NO.	22
CHG. EFF.	1-1999

DWG. TITLE FUEL SYS SEC. 22

ADCN	DRAWING NO.	SHT.
16	5-86584	1A
14	5-86584	2A

PARTS LIST ZONE	REPLACES	-3002	-3001	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
46		X ✓	X ✓	~~2~~ 45	NAS603-10	SCREW	B32A					
	NAS603-10	✓	✓	1	NAS603-18	SCREW	D32A					
	NEW	✓	✓	1	BAC-S18AE-3-32	SPACER-BONDING	D32A					

ON SHT 1A, CHG P/L AS SHOWN ABOVE



IN ZN D3, SHT 2A, CHG CALLOUT AS SHOWN AT ABOVE LEFT

AIRPLANE 001 IN ACCORD REWORK A/P 2 & ON

AIRP. SEC.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

7-5-7

2-7000

5-63 / NOT PROCESS

MODEL 707		7-17-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
M.R. MATTESON DRAFTED	6/18/57	9-17-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON	6/19/57	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS	6/19/57	ROHR 4-1500 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		P PROD. INFO.	REASON: SEND UP INFO. CAUSES PART TO BE FORMED INCORRECTLY RELATIVE TO ADJACENT STRUCTURE (ENGRG ERROR)
APPROVED E Burkhart	6/19/57		

ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 95000	R1-1	63-1822	—
CHG. NO.			
SEC. NO. 76			
1 THRU 199			
301 THRU 1999 CHG. EFF.			

DWG. TITLE: SUPPORT BRACKET-DRAIN TANK, COMBUSTION CHAMBER

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

581-586

REVISE BEND CALLOUT AS SHOWN:

B ~~DR~~ DN 90° x .09 R
℄ BEND

SAC RELEASED ☐ 6-13-57
☐ CANCEL BY NC ADCN
CHECKED
CHECKS
APPROV'D

P EXISTING PARTS MAY BE USED BY REMOVING AS APPLICABLE -2 & STAMPING -1 & REMOVING -1 & STAMPING -2.

KC-135 NOT AFFECTED.

AP 7/16/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

1R
1-

4-79 1T

MODEL 707		DW 6-25-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	B	PLUMBING INSTL OUTBD NAC STRUT	
DRAFTED S. Berry	6-18-7	6-26-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE	
CHECKED Vandenbush Hung	6-18-7	6-26-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 10797 ~~CHG.~~ NO.	ADCN 5	DRAWING NO. 50-5598 SHT. 1
STRESS		AIR COND REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 79		
APPROVED 6/18			REASON: RELOCATION OF CABIN PRESSURE CONTROL SYSTEM PRESSURE SOURCE			
APPROVED Donaldson 6/19		PROD. INFO.		1-199 & 301-1999 CHG. EFF.		

ADCN

PARTS LIST ZONE	REPLACES	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	✓	✓	✓	1	MS21913D10	PLUG						
	NEW	✓	✓	✓	✓	1	150701-10	PACKING O-RING (BAC P11K-10)			STILLMAN RUBBER CO CULVER CITY, CAL. (OR EQV)			

ADD TO P/L AS SHOWN

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

MODEL 707		7-16-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION REASON: RELOCATION OF CABIN PRESSURE CONTROL SYSTEM PR	A ISSUE NO.	PLUMBING INSTL INBOARD NACELLE STRUT DWG. TITLE
DRAFTED S. Berry	6/11/57	7-16-57 RELEASE		PRR 10747 CHG. NO.	ADCN 6 / DRAWING NO. 50-5547 / SHT. 1
CHECKED [illegible]	6/11/57	6-27-57 CB B/P GROUP		SEC. NO. 77	
ENGR [illegible] EFF	6/12	AIR COND REQUESTED			
APPROVED [illegible]				1-1357 thru 301 - CHG. EFF. 1959	
APPROVED [illegible]		PROD. INFO.			

PARTS LIST ZONE	REPLACES	-3	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
						CABIN PRESSURIZATION SEE ADCN 7 FOR REST OF THIS CHANGE.						
NEW		✓	✓	2	MS21908D10	ELBOW-F.T., BH. 90°						
		✓	✓	2	MS21907D10	ELBOW-FT, BH. 45°						
		✓	✓	7	AN960-1416L	WASHER						
		✓	✓	1	C-9523-163	FLEXIBLE TUBE ASSY						
		✓	✓	4	AN924-10D	NUT-JAM						
		✓	✓	1	82626CS-24	CLAMP TUBE SUPPORT (BAC-C10BH-24A)						
		✓	✓	3	82626CS-10	CLAMP-TUBE SUPPORT (BAC-C10BH-10A)						
		✓	✓	1	H10-1032	NUT (BAC-N10BY-53)						
		✓	✓	1	82626CS-20	CLAMP (BAC-C10BH-20A)						
		✓	✓	3	AN520-10R8	SCREW-MACHINE						
NEW		✓	✓	1	150701-10	PACKING-O-RING (BAC P11K-10)						

ADD TO GENERAL NOTES — ADD TO P/L AS SHOWN

KAYNAR CO. Bx 2001 TERMINAL ANNEX, LOS ANGELES 54, CALIF

AVICA CO., NEWPORT, R.I.

ADEL DIVISION, GENERAL METALS CORP, 10777 VAN OWEN ST, BURBANK CALIF. (OR EQV)

STILLMAN RUBBER CO.: 5811 MARILYN AVE, CULVER CITY, CALIF (OR EQV)

				WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
						TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									

DDC 9/27/57

5-85 1 T

MODEL 707		DT 6-25-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED S. Berry	6/11/7	JM 6-26-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED Randenbush Hamb	6/11/7	6-27-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
ENGR 517	6/12	AIR COND REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED Donaldson 6/19			REASON: RELOCATION OF CABIN PRESSURE CONTROL SYSTEM
APPROVED Donaldson		PROD. INFO.	

ISSUE NO.	DWG. TITLE: PLUMBING INSTL INBOARD NACELLE STRUT		
	ADCN	DRAWING NO.	SHT.
PRR 10747 CHG. NO.	7	50-5597	1
SEC. NO. 77			
1-1996 301- CHG. EFF. 1999			

PARTS LIST ZONE	REPLACES	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓		✓		1	MS21913D10	PLUG						
	NEW	✓		✓		1	150701-10	"O" RING PACKING (BAC P11K-10)			STILLMAN RUBBER CO CULVER CITY, CAILF (OR EQUIV.)			

CHANGE P/L AS SHOWN ABOVE.

SEE ADCN 6 FOR REST OF THIS CHANGE

ADD TO TUBE ASSY AS SHOWN

-4	-3	-2	-1	WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
						TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									
	✓		✓	50		-57	2	MS21921D10	MS-21922-10	2			.625	.035	4			BAC-T11AA -C2	I	
	✓		✓	50		-56	2	MS21921D10	MS-21922-10	2			.625	.035	4			BAC-T11AA -C2	I	

BAC 924 E- R3

ADCN

5-75, T

MODEL 707		9-7-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION	A ISSUE NO.	DUCT - LOW PRESS. ENG. BLEED ASSY OF DWG. TITLE	
G. HARWOOD DRAFTED	6/18/57	9C7-2-57 RELEASE			ADCN 2	DRAWING NO. 65-3632 SHT. -
CHECKED F.M. DONOUGH	6/18/57	7-2-57C B/P GROUP		PRR 95000 CHG. NO.		
STRESS J. C. Brook	6-19-57	P. DONALDSON 6-7000 REQUESTED	REASON: TO CHANGE HOLE TOLERANCE FROM CLASS III TO CLASS II (STRESS REQUEST)	SEC. NO. 76		
APPROVED		▷ PROD. INFO.		1-199		
APPROVED Donaldson	6/20			301-1999 CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN VIEW D3, ZONE D2; CHANGE CALLOUT AS SHOWN:

~~.281 .307 .281~~ DIA HOLE
(4 PLACES)

.250 .261 .250 DIA HOLE
LOCATE TO MATCH
65-6353-2
(4 PLACES)

▷ ANY EXISTING PARTS MAY BE USED AS IS.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 DD 61520 6/21/57

2-7000

ADCN

6-19 2T

MODEL 707		DWG. REC CLK 6-20-57	BOEING AIRPLANE COMPANY
DRAFTED HAMILTON	6-6	RELEASE 6-20-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED HESTALL	6-7-57	B/P GROUP PATTERSON 6-3000	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED	6-8-7	PROD. INFO.	REASON: SWITCH OVERLOADED Y* / SWITCH INTERFERENCE X*
APPROVED	6/6		

ISSUE NO.	DWG. TITLE: PANEL INSTL- OVERHEAD PILOTS'		
	ADCN	DRAWING NO.	SHT.
AS NOTED	13	50-5554	1
CHG. NO.	13	50-5554	2
SEC. NO. 52			
1-THRU 199			
CHG. EFF.			

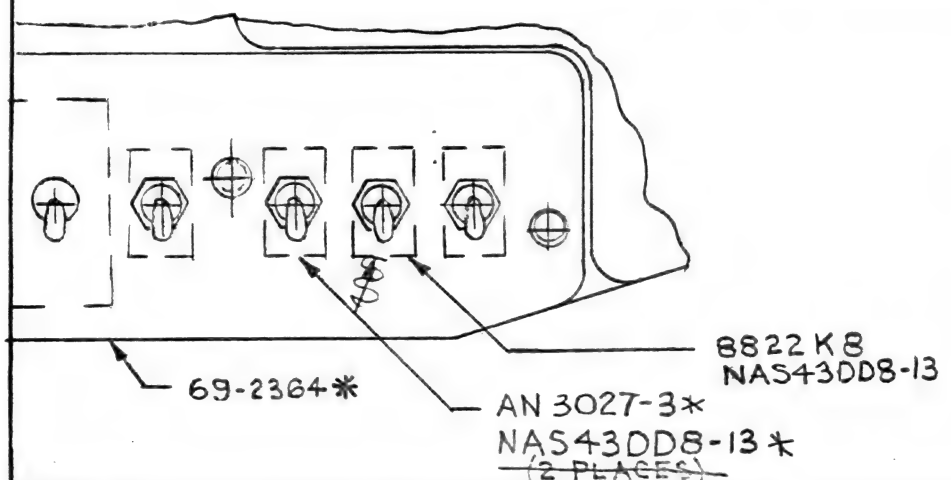
ADCN

PARTS LIST ZONE	REPLACES	50-5554 E	50-5554 E	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
32-1		✓ X		2 / 1 2	AN3027-3	SWITCH X*	A4 2					
	AN3027-3		✓	1	8822K8	SWITCH X*	A4 2	CUTLER-HAMMER INC MILWAUKEE 1, WIS.				
47-1		✓ X		7	MS25068-3	SWITCH Y*	B5 2					
		✓ X	✓ X	6 7								
30-1	MS25068-3	✓ X		7 7	AN3021-3	SWITCH Y*	A4 2					
			✓ X	7 6								

SHT 1 CHANGE P/L PER ABOVE ▷ REPLACE EXISTING PARTS INSTALLED

X* PRR 10755

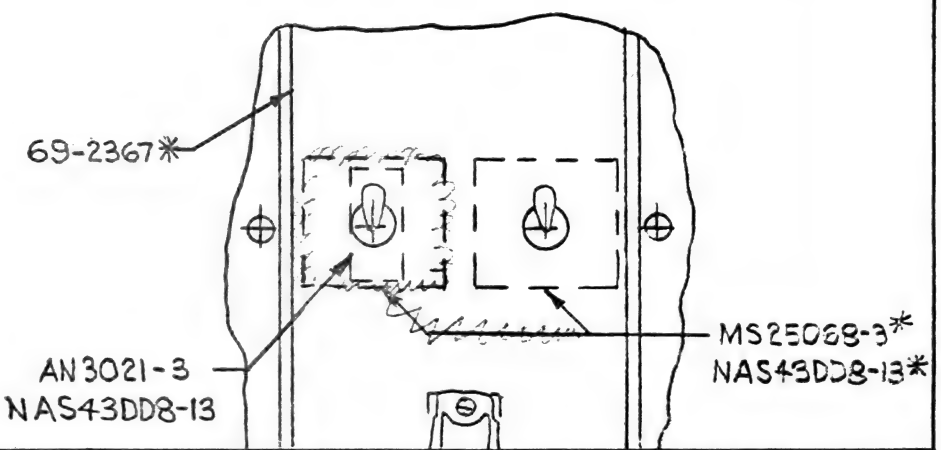
SHT 2 ZN A4 CHANGE CALL OUTS AS SHOWN



Y* PRR 10767

* ADCN REF ONLY

SHT 2 ZN C4 CHANGE CALL OUTS AS SHOWN



AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

3-20 4T

MODEL 707		7-18-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED P.H. Corser	7-12-57	EW 7-22-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED [illegible]	7-22-57	B/P GROUP	THE DWG WILL BE CHANGED TO INCORPORATE ADCN
STRESS		6-7000 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED [illegible]	7/13/57		REASON: TO PROVIDE CLEARANCE FOR LATCH HOUSING ON L.H. COWL PANEL
APPROVED		PROD. INFO.	

ISSUE NO. A	A.C. GENERATOR & CONST SPEED DRIVE DWG. TITLE	
CHG. NO. PRR 10731	ADCN 7	50-9750 SHT 1
SEC. NO. 76	6	50-9750 2
1-199		
CHG. EFF. 301-1999		

PARTS LIST ZONE	REPLACES	-1	50-9750	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
42		✓	✓	~~2~~	MJ-02	~~NUT (BAC-NICET-3)~~	10B					
42		✓	✓	5	H10-32	NUT (BAC-N10BY-53)	10B		KAYNAR NUT CO OR EQUIV.			
57			✓	~~1~~	~~5140-97-9~~	~~GASKET O RING (BAC-G10T-9)~~	~~4A~~					
57			✓	1	5140-97-9	GASKET O RING (BAC-G10T-9)	4A		PARKER APP CO. OR EQUIV.			
58		✓	✓	1	66-2975	BRACKET	10B					
41		✓✓	✓✓	~~3~~ 7	AN520-10R10	SCREW	10B 8A					
55		✓	✓	~~2~~	AN364-1032	NUT	6A					
18		✓	✓	1	~~65-3572-3000 50-7564~~	EXIT DUCT	8A					
18		▷	▷	1 ▷	65-3572-3000	EXIT DUCT-ASSY OF	8A					
59		✓	✓	1 ▷	65-5890-3000	EXIT DUCT-ASSY OF	8A					

CHANGE P/L AS ABOVE AND ADD
66-2975 BRKT TO PICTURE

ADCN 7 CANCELS ADCN 6 SHT 1

ADCN 6 CANCELS ADCN 5 SHT 2

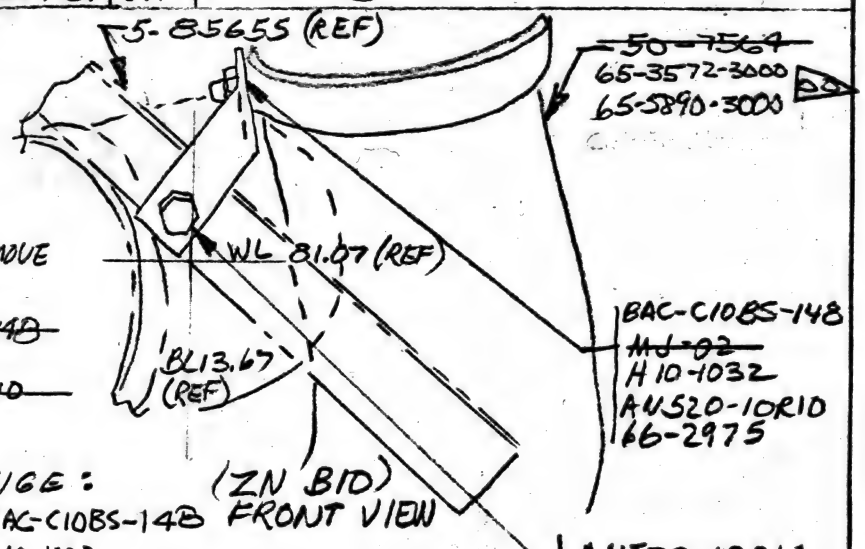
IN ZN A6 CHANGE: ~~AN2-3A~~ ~~AN364-1032~~ ~~AN960-10L~~ TO AN3-3A H10-1032 AN960-10L (2 PLACES) (2 PLACES)

IN ZN A7 REMOVE CALLOUT: ~~BAC-C10BS-14B~~ ~~MJ-02~~ ~~AN520-10R10~~

IN ZN A8 CHANGE: ~~50-7564~~ TO 65-3572-3000 ▷ 00 65-5890-3000

ZN A8 ADD: 66-2975 BRKT & CALLOUT

IN ZN A11 CHANGE: ~~BAC-C10BS-14B~~ ~~MJ-02~~ ~~AN520-10R10~~ TO BAC-C10BS-14B H10-1032 AN520-10R10



ADD TO GEN NOTES:
00 LIMITED - SEE P/L FOR RELEASE

▷ 65-3572-3000 IS OPTIONAL TO 65-5890-3000

▷ AIRPLANES 1 THRU 6 ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

RDPC 7/19/57

8-7000

ADCN 52 51

CONTROLS

5-83 1T

MODEL 707		DWG. REC. CLK 7-19-57
DRAFTED R. ATKINSON 7-11-57		RELEASE 7-19-57 BC
CHECKED	7/12/57	B/P GROUP
STRESS		R REQUESTED
APPROVED	7/12/57	P PROD. INFO.
APPROVED	7-13-57	

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: ① REVISE MACH. DWG. TO AGREE WITH ADCN 4. ② REF PLANE CANNOT BE ESTABLISHED IN VIEW B5.

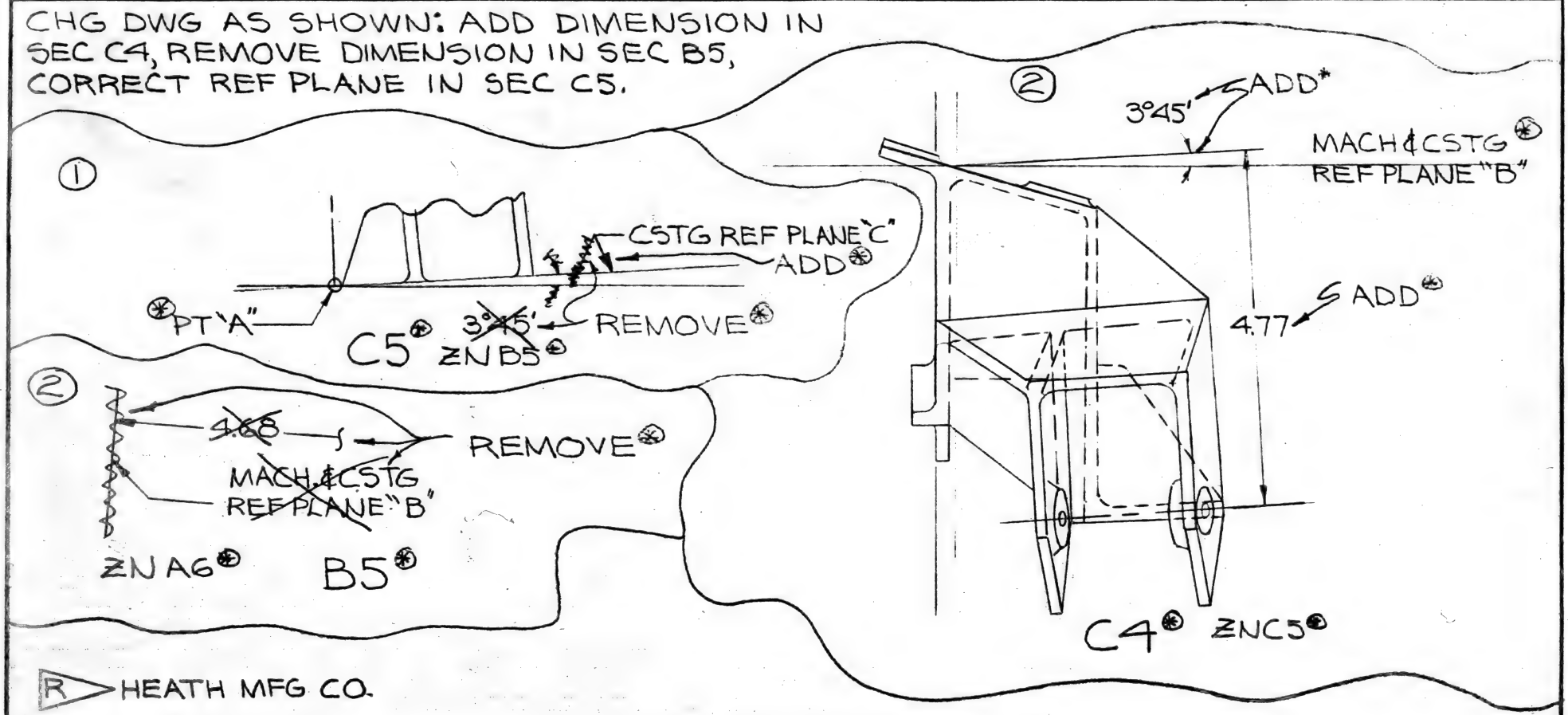
ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 95050 CHG. NO.	5	65-2944	7
77 SEC. NO.			
SAME AS DWG CHG. EFF.			

DWG. TITLE: BRACKET-UPPER NO. 3 ENGINE CONTROL

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHG DWG AS SHOWN: ADD DIMENSION IN SEC C4, REMOVE DIMENSION IN SEC B5, CORRECT REF PLANE IN SEC C5.



R HEATH MFG CO.

P NO PARTS MACHINED

⊛ ADCN REF ONLY

AHP 7/12/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 934 C-R5

8-7000

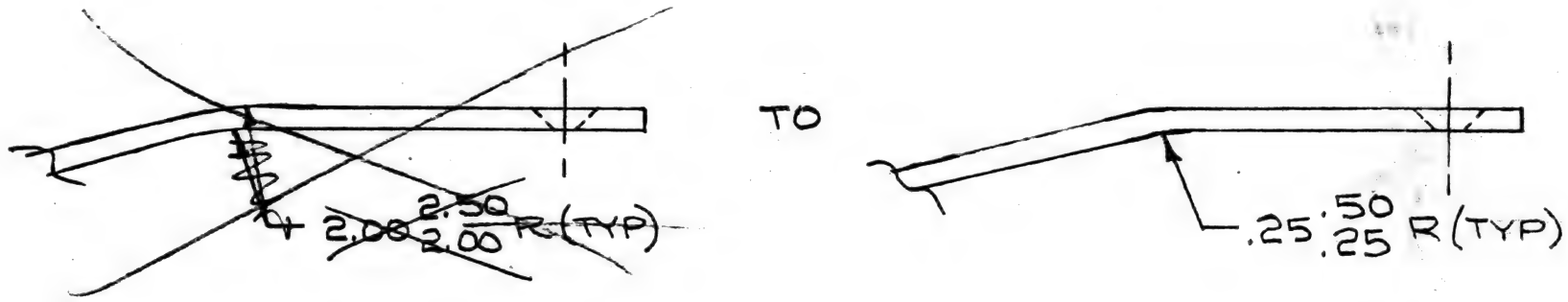
CONTROLS

4-64 1T

MODEL 707		7-19-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	ISSUE NO.	ENGINE START HANDLE UPPER MECHANISM	
DRAFTED SCHNELLE	7/12/7	7-19-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE		DWG. TITLE CONTROL STAND	
CHECKED HEDSTROM	7-13-57	7-19-57 EC B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN		ADCN: 6	DRAWING NO.: 65-1653 SHT.: —
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION	CHG. NO. PRR 95000		
APPROVED			REASON: TO FACILITATE MANUFACTURING OF PARTS	SEC. NO. 51		
APPROVED Bailey 7-13-57		P PROD. INFO.		1-1999 CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN VIEWS OF -3 & -4 CASTING CHG 2.00/2.50 R AS SHOWN



R IRON FIREMAN TWX 3 DATED 7-5-7

P COMPLETED PARTS SATISFACTORY

AP 7/13/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

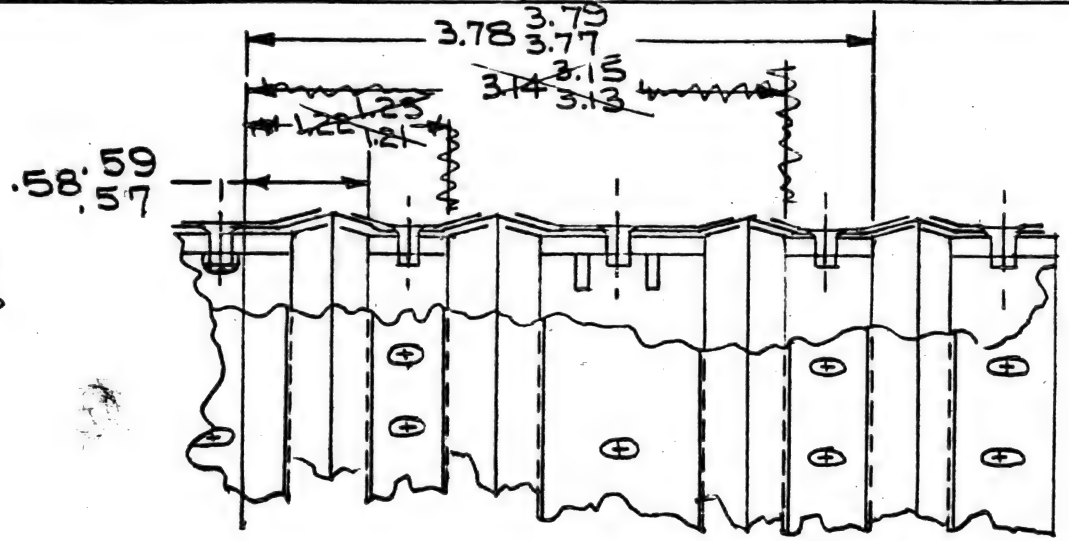
ADCN

CONTROLS

4-82 1T

MODEL 707		7-19-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	B ISSUE NO.	FRAME ASSY UPPER MECHANISM DWG. TITLE CONTROL STAND
DRAFTED SCHNELLE	7/13/7	7-19-57 RELEASE			ADCN 14 / DRAWING NO. 65-1795 / SHT. —
CHECKED HEDSTROM	7-13 57	7-19-57 B/P GROUP	REASON: REDUCE TOLERANCE BUILDUP	PRR 95000 CHG. NO.	
STRESS		R REQUESTED		SEC. NO. 51	
APPROVED				SAME AS DWG	
APPROVED Bailey 7-13-57		P PROD. INFO.		CHG. EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P



IN ZN C11 CHG DIMS & LOCS AS SHOWN—

FRONT VIEW *

R IRON FIREMAN TWX 14 DATED 6-18-7; ELR# 179335 MILLER 6-4400

P PARTS COMPLETED MUST COMPLY

* ADCN REF ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

Oct 7-17-7 2-7000

ADCN

4-66 IT

ADCN

MODEL 707		8-17-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON		KNOB		
DRAFTED V. LEVACK	7-16-57	8-27-19-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE CONTROL LEVER		
CHECKED		7-19-57 EC B/P UNIT	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	PRR 9500 CHG. NO.	ADCN 2	DRAWING NO. 65-2343	SHT
STRESS		REQUESTED	REASON: TO BRING TAB BLOCK UP TO DATE	SEC. NO. 51.			
APPROVED				NOTED			
APPROVED A.D. Siddall	7-17-57	PROD. INFO.		CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH.	P

CHANGE TAB BLOCK TO READ AS SHOWN

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
51		65-1388	707				

4-71 IT NOT PROCESS

MODEL 707		DWG. REC. CLK. 5-17-57	BOEING AIRPLANE COMPANY
DRAFTED B HOCKETT	5/16/57	RELEASE 5/18/57	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON	6/9/57	B/P GROUP ROHR	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS	6/10/57	REQUESTED 4-14-96	☐ DEVIATION ☒ VARIATION
APPROVED		PROD. INFO.	REASON: CLOSE PROXIMITY OF SHRINK FLANGE TO STRETCH FLANGE MAKES PART EXTREMELY DIFFICULT TO FORM (ENGR ERROR)
APPROVED	6/10/57		

ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 95000	R1-2	69-2451	—
CHG. NO.			
SEC. NO. 76			
1 THRU 199			
301 THRU 1999 CHG. EFF.			

DUCT-LOWER EXIT ALTERNATOR COOLING AIR, ASSY OF — DWG. TITLE

ADCN

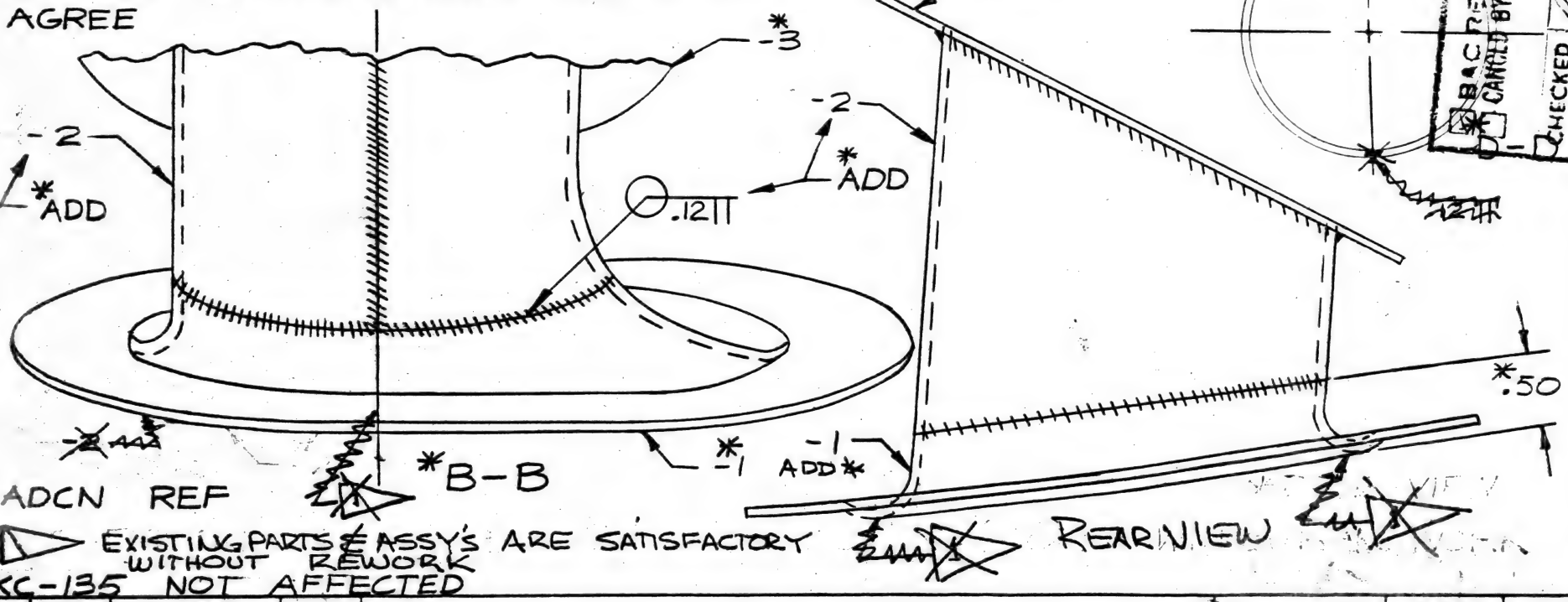
PARTS LIST ZONE	REPLACES	69-2451	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
2				-1	DUCT SECTION	—	~~.040X4.0X10.0~~ .040X5.0X6.0	2	—	F 2.10	R
3				-2	DUCT SECTION	—	~~.040X4.0X3.0~~ .040X3.0X8.0	2	—	F 2.10	R

REVISE PARTS LIST AS SHOWN ABOVE

DELETE FLAG NOTE 1 ~~GRIND WELD FLUSH WITH CONTOUR~~

REVISE FACE OF DWG AS SHOWN BELOW

*CHANGE CORRESPONDING VIEWS TO AGREE



BAC RELEASED CANCELLED BY DRS NO'N

CHECKED
CHECKED
APPROV. D

581-583

* ADCN REF

EXISTING PARTS & ASSY'S ARE SATISFACTORY WITHOUT REWORK

KC-135 NOT AFFECTED

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 524 C-123

Verified 7/15/57

2-7000

15

6-86

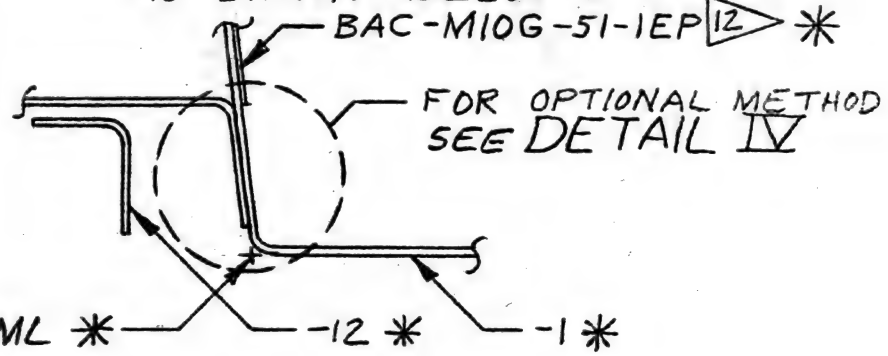
MODEL 707		D77-22857 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED STEPANION	6-24-57	707-22-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED a. Fife	6-25-57	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		J. NORMAN REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED	7-12-57	OPTIONAL METHOD	REASON: TO ALLOW OPTIONAL METHOD TO FACILITATE MANUFACTURE
APPROVED		PROD. INFO.	

ISSUE NO.	ADCN	DRAWING NO.	SHT.
A	EQUIPMENT INSTL-EMERGENCY, CONTROL CAB		
PRR CHG. NO. 95000	4	50-9385	2
SEC. NO. 52			
CHG. EFF. 1-1999			

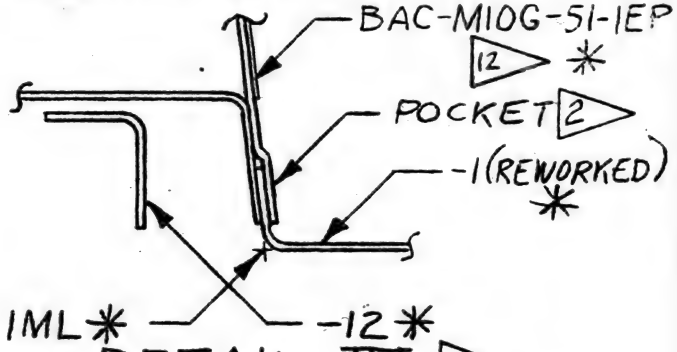
DWG. TITLE

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ZONE (A6) IN VIEW A3 ADD CALLOUT AS SHOWN BELOW.

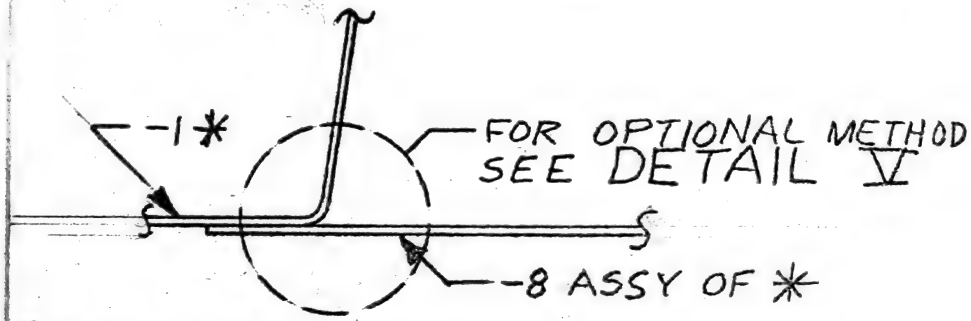


ADD DETAIL VIEW SHOWING OPTIONAL METHOD OF FABRICATION.

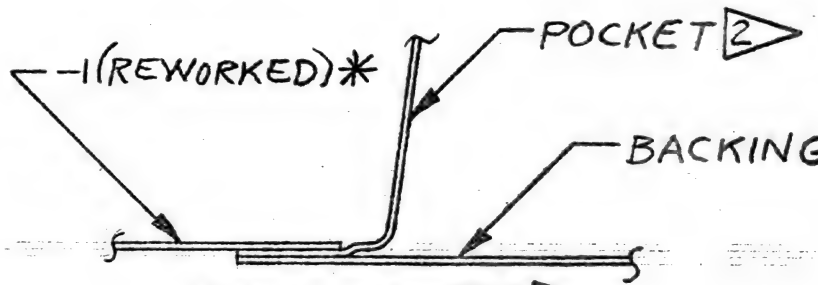


DETAIL IV OPTIONAL METHOD

ZONE (A5) IN VIEW A3 ADD CALLOUT AS SHOWN BELOW



(SEE ADCN 4 ON SHEET 1 FOR RELATED CHANGE) *



DETAIL V OPTIONAL METHOD

*ADCN REFERENCE ONLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 F (45in) 7-18-7

2-7000

4-83 IT

ADCN

MODEL 707		DWG. REC CLK 7-16-57	
DRAFTED HOPPER	6-7-7	RELEASE 7-22-57	
CHECKED	6-8-7	B/P GROUP	
STRESS		6-7000 REQUESTED	
APPROVED Donaldson	6/8/57		
APPROVED	6-10-7	PROD. INFO.	

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☑ VARIATION

REASON: DUCT AND LATCH HOUSING INTERFERE

ISSUE NO.	PRR 10731
CHG. NO.	
SEC. NO.	76
	1 THRU 199 & 301 THRU 1999
CHG. EFF.	

DWG. TITLE: EXIT DUCT—ALT. COOLING, ASSY OF

ADCN	DRAWING NO.	SHT.
~~3~~	~~65-3572~~	—
5	65-3572	—

PARTS LIST ZONE	REPLACES 3000	REPLACES 65-3572	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	—		—	65-3572-3000	EXIT DUCT-ASSY OF					SRF-2.104	
	↙		1	-1	DUCT						
	↙		1	-2	DUCT						

ADD TO P/L AS SHOWN ABOVE

(NOTE: -3000 SAME AS 65-3572.)

REPLACES ADCN 3

REASON: TO RELEASE OPTIONAL PART
DRAWN: P.H. CORSER 7-12-57
CH'D: Heinemann 7-12-57
APP'D: Donaldson 7-13-57
CHG EFF: 1 THRU 6
PRR 10731

CHANGE TAB BLOCK AS SHOWN BELOW

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
76	~~5~~	50-9750	707	OPTIONAL ~~1 THRU 199 & 301 THRU 1999~~	~~65-3572-3000~~	5	

BAC 924 C-R5

RDC 7/17/7 AP

2-7000

8-622T NOT PROCESS

MODEL 707-120		DWG. REC. CLK. 7-15-57	BOEING AIRPLANE COMPANY
DRAFTED EIS	6-21-57	RELEASE 9C 7-15-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED C. White	6/22/57	B/P GROUP 7-15-57 LG	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED ROHR	☐ DEVIATION ☒ VARIATION
APPROVED R. Ahern	6/24	NONE-NO ASSYS MRGD	REASON: NUT PLATE INCORRECTLY CALLED OUT. (ENGRG ERROR)
APPROVED [illegible]	6/21	PROD. INFO.	

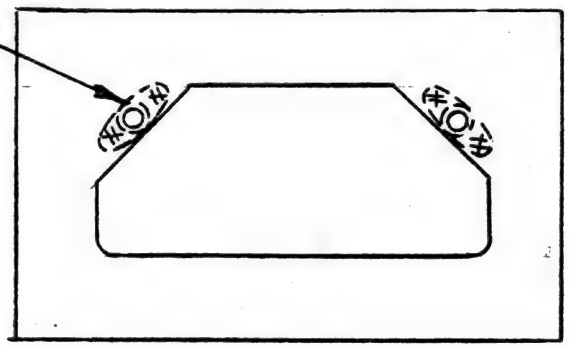
ISSUE NO.	DWG. TITLE		
A	BOX-SLEEVE DOOR ASSY OF		
CHG. NO. ITEM 7813	ADCN R1	DRAWING NO. 69-3548	SHT. —
SEC. NO. 78			
CHG. EFF. ALL			

ADCN

PARTS LIST ZONE	REPLACES	69-3548	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
I-4	—	✓	2	BAC N10LC -A38CP	NUT PLATE						
NEW	BAC N10LC -A38CP	✓	2	70LHA401P -02	NUT PLATE, FLOATING (BAC-N10LC-A38P)			ELASTIC STOPNUT CORP OF AMERICA 2330 VAUXHALL RD. UNION, N.J. OR EQUIVALENT			

REVISE P/L AS SHOWN ABOVE
REVISE DWG AS SHOWN BELOW

~~BAC N10LC A38CP~~
70LHA401P-02
(2 PLACES)



APPROVED
Chkd. By: RONCOSH Date 7-10-57
Apprv'd. By: [signature] Date 7-11
Boeing Airp. Co.-Transport Div.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

ELECTRICAL ELR 1799 CX10-135

MODEL 707		DWG. REC. CLK. 7-11-57
DRAFTED MIGGANTZ	6-22-7	RELEASE 7/12/57
CHECKED Rothenbuhler	6/24/57	B/P GROUP 7-15-57 LB
STRESS		REQUESTED ULRICH 6-3060
APPROVED		PROD. INFO. P
APPROVED	6/24/7	

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☐ VARIATION

REASON: ADDITIONAL WIRE SEALS REQUIRED

ISSUE NO.	IT. 95000
CHG. NO.	22
SEC. NO.	1 THRU 1999
CHG. EFF.	

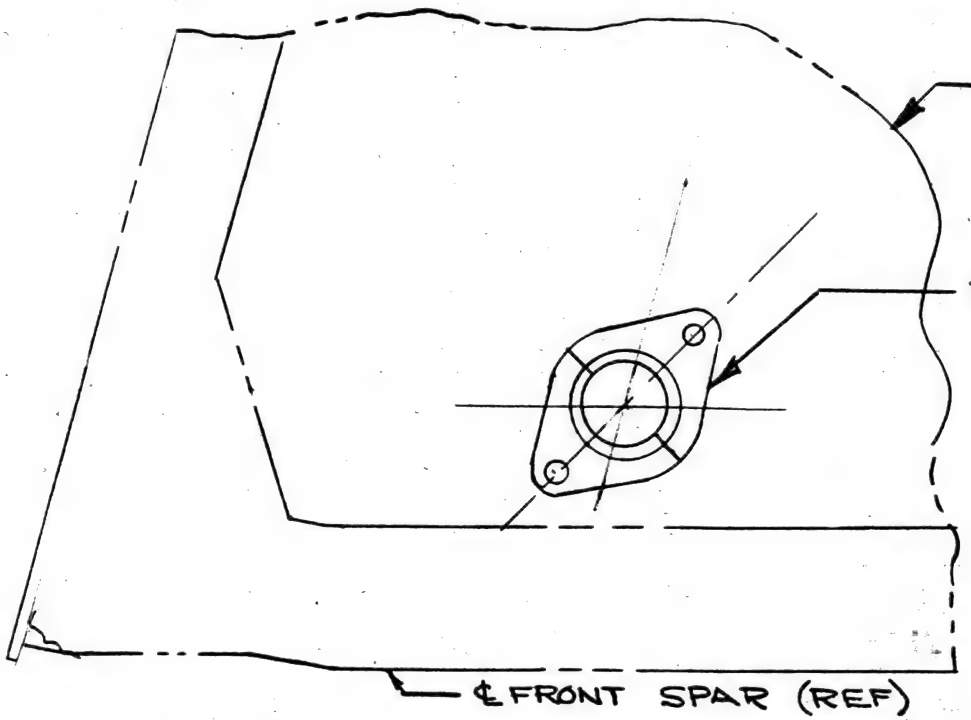
DWG. TITLE SEAL INSTALLATION ELECT., FRONT SPAR ST. 107, 203

ADCN	DRAWING NO.	SHT.
~~1~~	~~90-7858~~	~~—~~
2	90-7858	—

ADCN

PARTS LIST ZONE	REPLACES	-.2 ②	-.1 ②	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	✓	2	BAC-S45A-3	SEAL FITTING-HALF						
	—	✓ ✓	✓ ✓	~~28~~ 30	AN515-6R8	SCREW						
	—	✓ ✓	✓ ✓	~~28~~ 30	AN960D6L	WASHER						
	—	✓ ✓	✓ ✓	~~28~~ 30	H10-632	NUT HEX-LIGHT WEIGHT (BAC-N10BY-506)			D			

CHANGE P/L AS SHOWN



D KAYNAR CO., 820 E. 16TH ST. LOS ANGELES 21, CALIF.

IN PICTURE: ADD TO MAIN VIEW AS SHOWN.

REPLACES ADCN 1
REASON: WRONG DASH NOS. ON RELEASE COLUMN.
DRFTED. E. MIGGANTZ 7-2-57
CHKD. Rothenbuhler 7/2/57
APV. [signature] 7-2-7
(ONLY ADV. COPIES RELEASED)

AS SHOWN INSTL. -1
OPPOSITE INSTL. -2

P REWORK EXISTING INSTALLATIONS SEE ADCN 6 ON 50-8759 SHT 2

WORK PRESS. PSI	NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
	TUBE ASSY		END FI...	...S PER TUBE ASSY		ZONE CODE									

BAC 924 E-R3

J Baxter 64570 6-24-7 7-2-7

CONTROLS

3-68 1T

MODEL 707		DWG. REC. CLK 7-16-57	BOEING AIRPLANE COMPANY
DRAFTED SCHNELLE	7/6/57	RELEASE 7/16/57	ADVANCE DRAWING CHANGE NOTICE
CHECKED L L Shaeffer	7/9/57	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED [illegible]	7/9/57	P PROD. INFO.	REASON: PART WAS CANCELLED
APPROVED [illegible] 7-9-57			

ISSUE NO.	DWG. TITLE		
PRR 95000 CHG. NO.	FRAME ASSY LWR MECHANISM CONTROL STAND		
SEC. NO. 51	ADCN	DRAWING NO.	SHT.
1-199	2	65-2395	4
CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZONE A2 REMOVE ~~65-5919~~

R ELR # 179336 MILLER 6-4400 (7-2-7) IRON FIREMAN

P DRAWING CLARIFICATION ONLY - PARTS NOT AFFECTED

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

1-90 est

MODEL 707-121		8-17-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED WEAVER	6-26-7	7-16-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED 7-5-57 Melvey	6-28-7	7-12-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		6-3060 545 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		P PROD. INFO.	REASON: PRESENT HOSE LENGTHS INADEQUATE
APPROVED ENGRG 7-5-7			

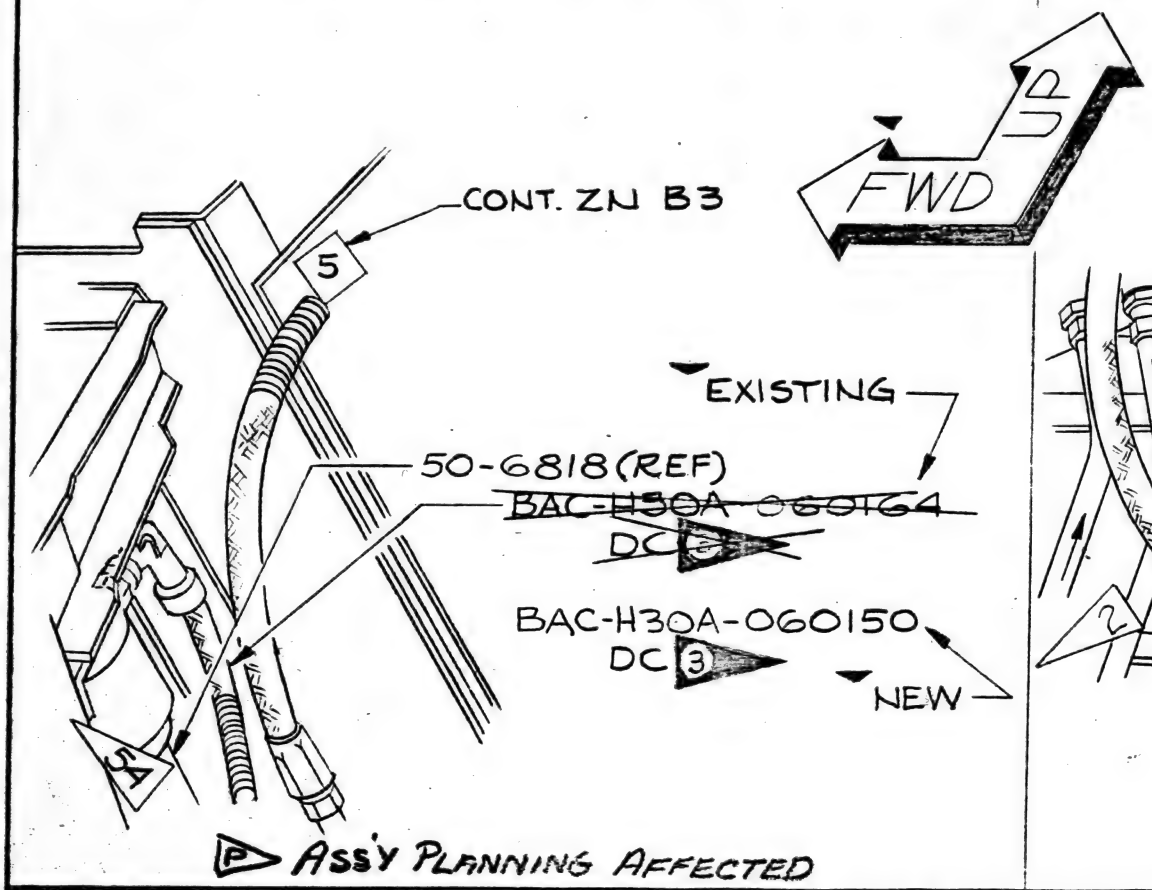
ISSUE NO.	PROD ILLUS TUBING INSTL SECT 41 DWG. TITLE		
CHG. NO. PRR 95000	ADCN 2	DRAWING NO. 50-2541-5P1	SHT. 2A1
SEC. NO. 41			
CHG. EFF. 1-99			

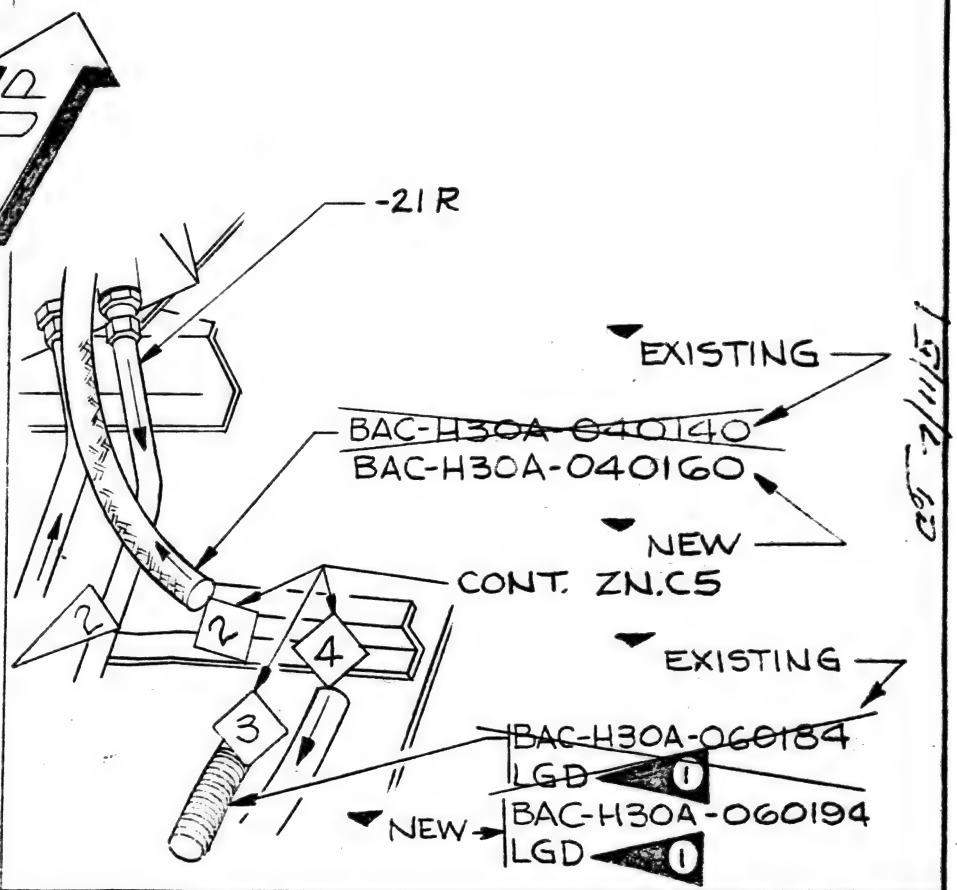
ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN C7 CHANGE PART CALLOUT AS SHOWN

IN ZN B6 CHANGE PARTS CALLOUT AS SHOWN





WORK PRESS. PSI	NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
	TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									

BAC 924 E-R3 045.10 7-6-7

6-62 IT (NOT PROCESS)

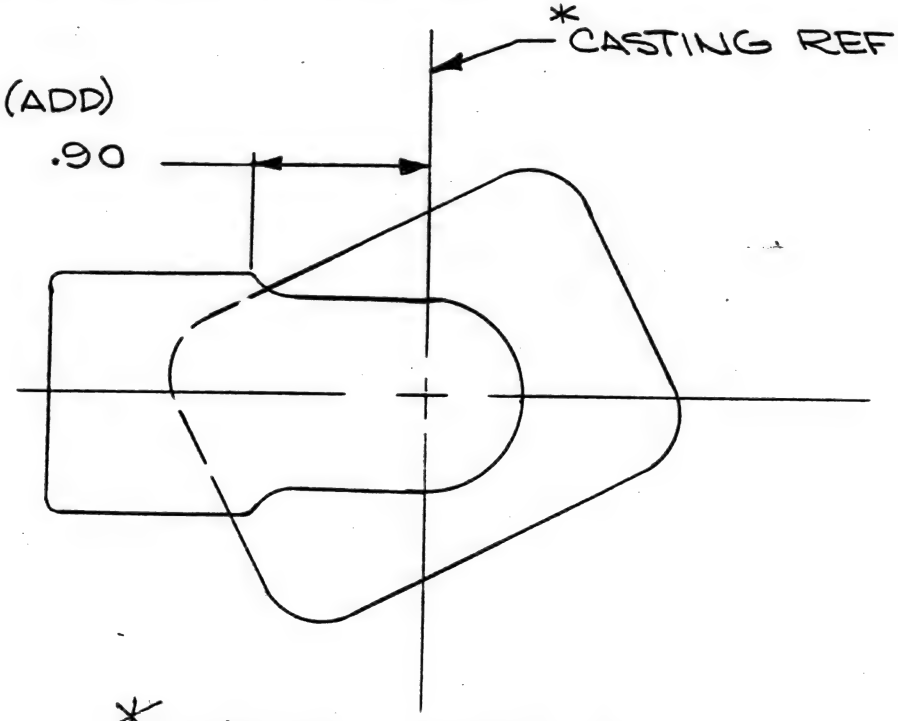
MODEL 707		7-17-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED C. ROSS	6/6/57	JL 7-17-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON	6/6/57	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/7/57	ROHR ENGRG REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		▷ PROD. INFO.	REASON: SHOULDER NOT DEFINED BY DWG (ENGRG ERROR)
APPROVED E. Burkhart	6/11/57		

ISSUE NO.	ADCN	DRAWING NO.	SHT.
FRR 10267 CHG. NO.	R1-1	65-5383	—
SEC. NO. 76			
1 THRU 199			
301 THRU 1999 CHG. EFF.			

FITTING-ENGINE, BEARING VENT DWG. TITLE

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	. . . . .									

ADD DIM TO DWG AS SHOWN BELOW



* SAND CASTING
PART NO 65-5383-1 ▷1 ▷2

BAC RELEASED ☐ CANCD BY BAC ADC.1 ☑ 707
CHECKED B. Bakulic 7/9/57
CHECKED
APPROV'D [illegible] 7/12/57

581-245

* ADCN REF

▷ RWK EXISTING DETAIL PARTS, ASSY'S ARE SATISFACTORY

KC-135 NOT AFFECTED

AD 7-16-57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

4-6 P 1T

MODEL 707		DWG. REC. CLK. 6-29-57	BOEING AIRPLANE COMPANY
DRAFTED BOB WILLIAMS	6-17-7	RELEASE 6-24-57 CB	ADVANCE DRAWING CHANGE NOTICE
CHECKED [illegible] Seeling	6-17-57	B/P GROUP CAMPBELL 6-9400 REQUESTED	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		P PROD. INFO.	☐ DEVIATION ☐ VARIATION
APPROVED [illegible]	6-17-7		REASON: TO CORRECT STOCK-SIZE CALL-OUT
APPROVED			

ADCN

ISSUE NO.	ADCN	DRAWING NO.	SHT.
A			
ITEM 95000 ~~CHG.~~ NO.	3	66-2707	—
SEC. NO. 72			
1-199 &			
301-1999 CHG. EFF.			

DWG. TITLE: BRACKET- FIRE EXT. VALVE, FWD. ASSY OF

PARTS LIST ZONE	REPLACES		66-2707	REQD	PART NUMBER	NOMENCLATURE	~~ZONE CODE~~ STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
9					-3	SUPPORT ANGLE	~~BAC1490-2451X6.10~~ BAC1490-2541X6.10	CLAD 2024-T4 QQ-A-362 T4 TEMP	—	SRF-2.115	S

CHANGE DASH NUMBER OF BAC1490 IN STOCK SIZE COLUMN AS SHOWN ABOVE

P DETAIL PLANNING AFFECTED

AHP 6/20

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 934 C-RS

[illegible] 6-17-7

2-7000

4-70 1T

MODEL 707		6-24-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON
DRAFTED WILLARD DALE	6/8/57	RX 6/26/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED [signature]	6/18	4-26-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS [signature]		D. DONALDSON P.D. 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
STANDARDS [signature]	6/18	▷ PROD. INFO.	REASON: TO PROVIDE SUPPORT FOR AFT FAIRING OF THRUST REVERSER
APPROVED [signature]	6/19		

NEW	TRAILING EDGE FAIRING INBD NACELLE STRUT		
ISSUE NO.	DWG. TITLE		
PRR 10765 CHG. NO.	ADCN 6	DRAWING NO. 5-85626	SHT. 1A
SEC. NO. 72			
1-199 CHG. EFF. 301-1999			

ADCN

PARTS LIST ZONE	REPLACES	-3002	5-85626 -3001	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	P	HEAT TREAT	FINISH	▷
	NEW	✓	✓	1	60-2040 -2000	CHANNEL	A5 2A						
	-3015		X ✓	X 1	~~3015~~ -3133	RIB	C9 3A						
	-3016	X ✓		X 1	~~3016~~ -3134	OPP ~~-3017~~ -3133	C9 3A						
	-3039		X ✓	X 1	~~3039~~ -3135	RIB	A5 3A						
	-3040	X ✓		X 1	~~3040~~ -3136	OPP ~~3039~~ -3135	A5 3A						
	NEW		✓	1	-2040	CLIP - STA 275	A7 3A	.040 x 2.00 x 2.50	▷1	R	T4	SRF 2.115 SRF 12.207	
	NEW	✓	✓	1	3-74649	PIN-COWL SHEAR	A7 2A						
	NEW	✓	✓	3	H10-428W	NUT (BAC-N10BY-54W	A7 2A	THE KAYNAR CO. LOS ANGELES 54, CALIF. (OR EQUIV.)					
	NEW	✓	✓	3	AN-960-D416	WASHER	A7 A2 2A						
	NEW	✓	✓	2	AN-960-416	WASHER	A5 A3 2A						
	NEW	✓	✓	2	AN4-14A	BOLT	A2 2A						
	NEW	✓	✓	1	9-67562	PIN FITTINGS	A6 2A						
	NEW	✓	✓	1	ACT509-N-T8-2	BOLT, LOCK 100° HD (BAC-B30AM-8-2)	A2 2A	HUCK MANUFACTURING CO DETROIT 7, MICH (OR EQUIV.)					
	NEW	✓	✓	1	LC-C8	COLLAR, LOCK BOLT (BAC-C30A-8)	A2 2A	HUCK MANUFACTURING CO DETROIT 7, MICH. (OR EQUIV.)					

CHANGE PARTS LIST AS SHOWN ABOVE

▷ REWORK EXISTING PARTS

AHP 6/21

				WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
						TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE									

BAC 924 E-R2

4-75 IT

MODEL 707		DWG. REC. CLK. 6-24-57	BOEING AIRPLANE COMPANY	ISSUE NO. A	DWG. TITLE LOWER SPAR INSTALLATION OUTBD STRUT
DRAFTED G. WOODS	6-13-57	RELEASE 6-25-57	ADVANCE DRAWING CHANGE NOTICE	CHG. NO. 10764	ADCN 13 / DRAWING NO. 8-8122 / SHT. 1A
CHECKED [signature]	6/18	B/P GROUP 6.25.57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 74	
STRESS [signature]	6-18-7	P. DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION	1-199 &	
APPROVED [signature]	6/18/57	PROD. INFO.	REASON: TO ALLOW REMOVAL OF THE TOP ENG TEMP PROBE WITHOUT REMOVAL OF ENGINE	301-1999 CHG. EFF.	
APPROVED [signature]	6/19				

PARTS LIST ZONE	REPLACES	8-8122 -3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
NEW		✓	1	-3023	REINFORCEMENT PLATE	A4 2A	△ X7.0 X7.0	3	-	F-8.05	R
NEW		✓	1	69-4032	CAP	A4 2A					

ADD TO P/L AS SHOWN ABOVE:

△ .036 OPT .042

△ REWORK EXISTING ASSYS

AP 6/21

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

WING

4-7 1T

MODEL 707		6-25-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	ISSUE NO.	SUPPORT FORGING FRONT SPAR OUTBD
DRAFTED SCHNELLE 6/14/57		EZH 6/25/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ADCN: 4	DWG. TITLE NACELLE
CHECKED L.L. Shaeffer 6/18/57		6-25-57 C B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	DRAWING NO.: 50-8217	SHT: —
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION	CHG. NO. ARR-95000	
APPROVED J.T. Miller 6/19/57		P PROD. INFO.	REASON: PRESENT DWG CONFIGURATION CANNOT BE REMOVED FROM DIE	SEC. NO. 12	
APPROVED Bailly 6-18-57				1-1999	
				CHG. EFF.	

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

R & ALLOW USE OF PRESENT DIE

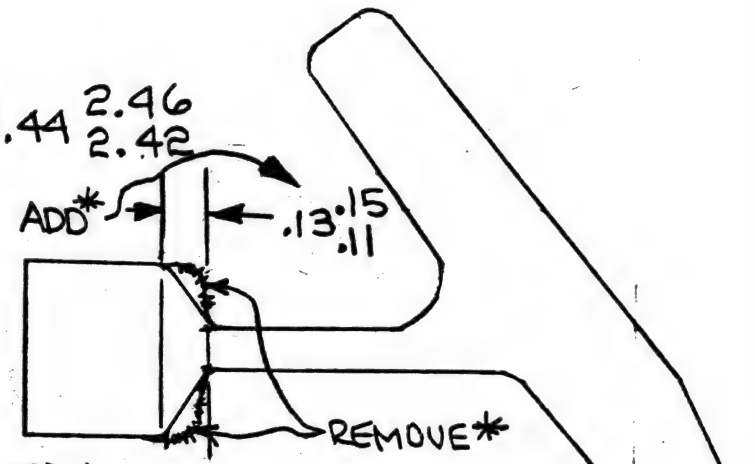
IN ZONE BG & CG VIEW 2C5 CHG—

~~2.20~~ ~~2.22~~ ~~2.18~~ TO READ 2.33 2.35 2.31

ALSO CHG-

~~2.35~~ ~~2.37~~ ~~2.33~~ TO READ 2.44 2.46 2.42

IN VIEW B5 CHG AS SHOWN, CHG VIEW IN ZN C5 TO AGREE



P PARTS RECEIVED ARE IN ACCORD PER REJ. TAG 118712

R REJ. TAG, 118712 IRA JOHNS 6-10-57

* ADCN REF ONLY

HF 6/22

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

8-7000

E-80 IT

FLIGHT MODEL TEST 707	7-3-57 DWG REC CLK	BOEING AIRPLANE COMPANY	B ISSUE No.
4-26-57 DRAFTED F. H. STARR	7/5/57 RELEASE	DRAWING DEPARTURE AUTHORIZATION	
L. J CARPENTER CHECKED	7-5-57 B/P GROUP	THE DWG WILL NOT BE CHANGED	
STRESS	2-7933-4 REQUESTED	REASON: TO REPLACE DUCT 50-6397 WITH DUCT WHICH HAS INSTRUMENTATION PROVISIONS, ON ENGINE NO. 4	CHG. No. ▷
APPROVED	PROD INFO P		SEC. No. 71
APPROVED Donaldson 6/28	SHOP INFO		▷ CHG EFF
APPROVED RCHeger 6-28-57	ELR OR DCR		

NOSE COWL—ENGINE NACELLE, ASSY OF
DWG TITLE

DDA No.	DRAWING No.
5	5-85655 SHT 1A

PARTS LIST ZONE	REPLACES	5-85655-3000	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
59-5	~~DELETE~~	~~✓~~	~~1~~	~~50-6397~~	~~DUCT ASSY~~						
	50-6397	✓	1	50-6397-4	DUCT ASSY						

▷ A/P 0001 ENGINE NO 4 ONLY

P▷ PLANNING AFFECTED

▷ PRR 19980 INSTALL 50-6397-4 DUCT ASSY

AP 7/2/7

9-20 ST

ADCN 60 52

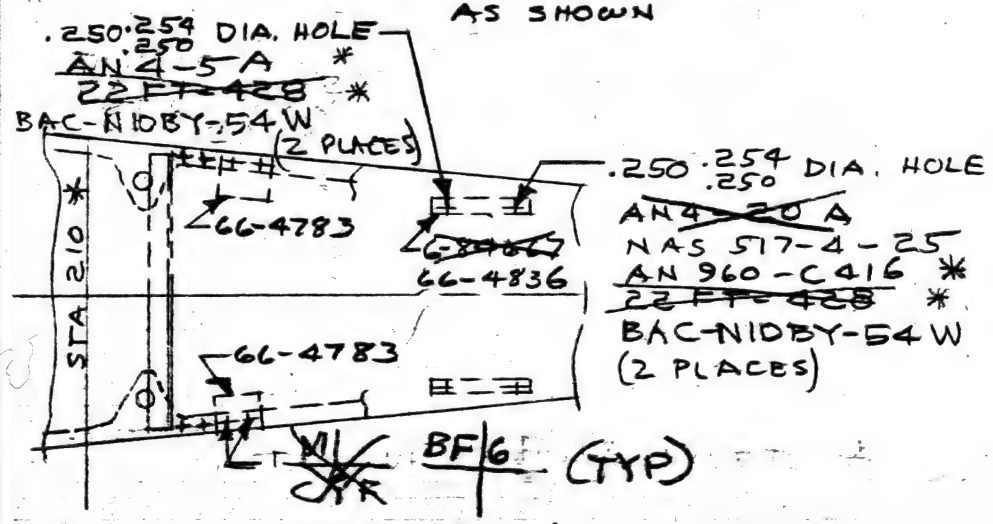
MODEL 707		DWG. REC. CLK 7-2-57	BOEING AIRPLANE COMPANY
DRAFTED FRONSDAHL	4/11/57	RELEASE 7/3/57	ADVANCE DRAWING CHANGE NOTICE
CHECKED SHUMAN		B/P GROUP 7-3-7 LCB	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS L. Bunz	6/18	REQUESTED G. DREW 6-7000	☐ DEVIATION ☐ VARIATION
APPROVED Drew	6/19/57	PROD. INFO. ▷	REASON: TO ADD ANGLE & CHANGE PIN ON DRW'G.
APPROVED R Davidson R Ellery	6-25-57		

ISSUE NO.	DWG. TITLE: LOWER SPAR INST'L INBD. STRUT		
	ADCN	DRAWING NO.	SHT.
A			
CHG. NO. 7853	13	8-8100	1A
SEC. NO. 74	7	8-8100	3A
1-199			
301-1999 CHG. EFF.			

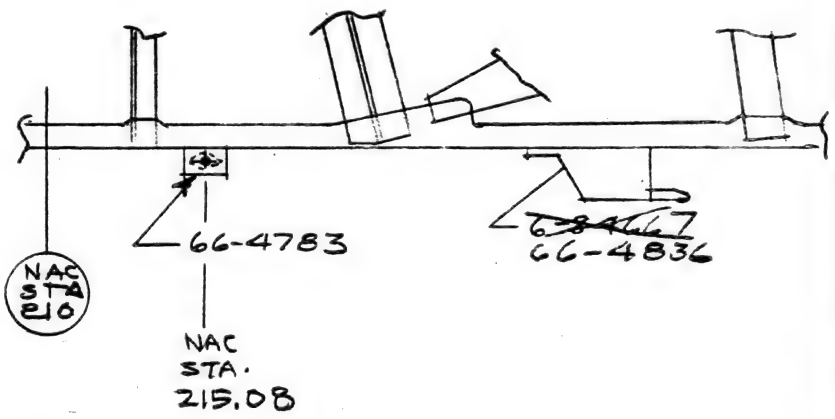
PARTS LIST ZONE	REPLACES	8-8100-3000 B	8-8100-3000 A	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	✓	2	66-4783	ANGLE						
		✓	✓	2	NAS517-4-25	SCREW 100° FH.						
		✓	✓	2	66-4836	PIN FITTING						
~~44~~		~~✓~~	~~✓~~	~~2~~	~~6-84667~~	~~PIN FITTING~~						
~~41~~ 2		~~✓~~	~~✓~~	~~2~~	~~AN4-20A~~	~~BOLT~~						
		~~✓~~	~~✓~~	~~4~~	~~AN363-428~~	~~NUT~~						
AN 363-428		✓	✓	4	BAC-NIOBY 54W	NUT						

CHANGE P/L AS ABOVE:—

IN ZN $C5_{3A}$ REVISE AS SHOWN



IN ZN $A5_{3A}$ REVISE AS SHOWN



* ADCN REF. ONLY.

▷ EXISTING PARTS MAY BE USED WITHOUT REWORK

AHP 6/26/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 526 C-RD

8-7000

6-7017

MODEL 707		DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED T. FUJIOKA	9/28/56	RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED [signature]	10/4	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS [signature]		P.B. DONALDSON 6-7	☐ DEVIATION ☒ VARIATION
APPROVED Donaldson	10/5	REQUESTED	REASON: P/L INCORRECT & ADD NEW PART
APPROVED R.E. Hage	6-6-56	PROD. INFO.	

ISSUE NO.	New	DWG. TITLE	INBD STRUT NAC-ASSEMBLY OF
ITEM CHG NO.	7211	ADCN 1	DRAWING NO. 5-85617 SHT 1A
SEC. NO.	72	ADCN 8	DRAWING NO. 5-85617 SHT 1A
	1-199		
CHG. EFF.	301-1999		

ADCN

PARTS LIST ZONE	REPLACES 5-85617-3000		REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		✓	1	~~5-88444-3003~~							
	5-88444-3003	✓	1	5-88444-2003	STIFFENER LH SIDE						
		✓	1	~~5-88444-3004~~							
	5-88444-3004	✓	1	5-88444-2004	STIFFENER LH SIDE						
		✓	1	~~5-88447-3000~~	~~STIFFNER RH SIDE~~						
	5-88447-3000	✓	1	5-88447-3006	STIFFENER RH SIDE ASSY OF						
		✓	1	~~5-88447-3002~~							
	5-88447-3002	✓	1	5-88447-2002	STIFFENER RH SIDE						
	NEW	✓	1	5-88447-3005	ANGLE RH SIDE						

CHANGE P/L AS SHOWN ABOVE

(8)

REPLACES ADCN 1
REASON: TO MAKE DWG AGREE WITH CHG ON 5-88447 SHT 1A & 2A
REQD: SAFFELL 6-3060 REF (COORD SHT CX10-93)
DRAFTED: GLENN R. DOWNING 6-13-57
CHECKED: Rothenbuhler 6/22/57
APPROVED: [signature] 6/24/57

(8) → ADCN NOTE: SEE ADCN 9 ON 5-85167 SHT 1A FOR PICTURE CHANGE. SEE ADCN 2 ON 5-88447 SHT 1A & DCN B ON 5-88447 SHT 2A FOR COMPLETE CHANGE

▷ ASS'Y PLANNING AFFECTED

AP 7/1/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

6-24-7

10-80 IT NOT PROCESS

(A)

MODEL 707		DWG. REC. CLK. 7-8-57
DRAFTED HOCKETT	5/9/57	RELEASE 7-8-57
CHECKED DARTON	5/10/57	B/P GROUP 7-8-57 C
STRESS Geo. Pickens	5/13/57	REQUESTED ROHR 4-1307
APPROVED		PROD. INFO. S
APPROVED E.R. Bullard	5/13/57	

BOEING AIRPLANE COMPANY
ADCN
ADVANCE DRAWING CHANGE NOTICE

THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☐ VARIATION

REASON: EXTRUSION CANNOT BE PURCHASED (VENDOR DEFICIENCY) **

ISSUE NO. PRR 10087	CHG. NO.	SEC. NO. 71	CHG. EFF. 1 THRU 199 / 301 THRU 1999

FIREWALL-INSTALLATION NACELLE ENGINE — DWG. TITLE

ADCN	DRAWING NO.	SHT.
R-1	65-3631	-

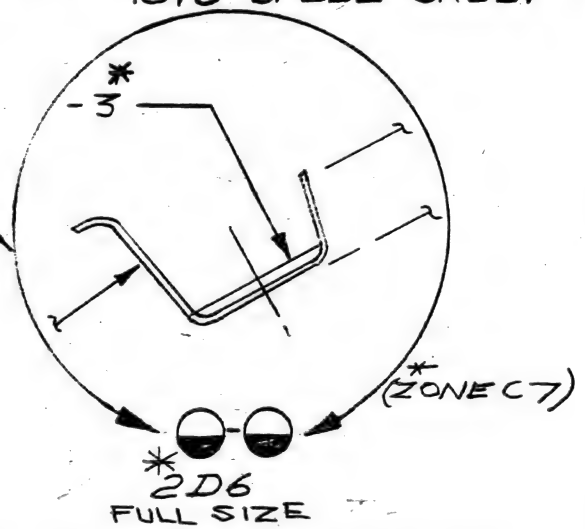
PARTS LIST ZONE	REPLACES	65-3631	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
1-4		V	1	3	STRAP		BAC-1527-6 142.0 LONG	1020 OR 1025 MIL-S-7952 ANNEALED COLD ROLLED		F-1.20	R
1-4		V	1	-3	STRAP		S	S		F-1.205	R

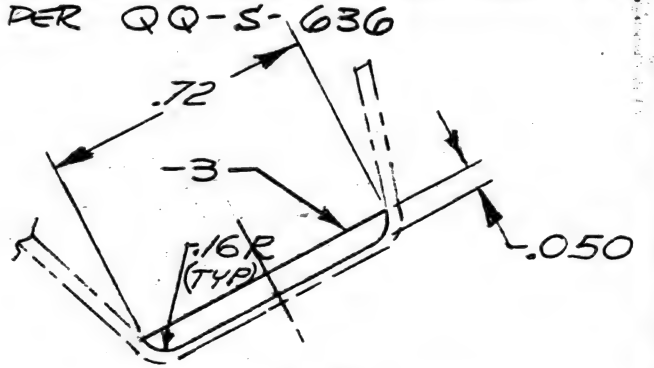
REVISE P/L AS SHOWN ABOVE – ON FACE DWG ADD VIEW & NOTES AS SHOWN BELOW

S BAC-1527-6 142.0 LONG OR SHT STOCK .050 x .75 x 142.0

S EXTRUSION, 1020 OR 1025 MIL-S-7952 ANNEALED COLD ROLLED OR, SHEET STOCK, 1010 STEEL SHEET PER QQ-S-636

☑ BAC RELEASED ☐ KC-135 (ADD)
☐ CANCLD BY BAC ADCN ☑ 707
707 STRESS E.R. Bullard 7-24-57
CHECKED Blakeslee 7/24/57
CHECKED
APPROVED K.E. Larson 6/28/57





VIEW ● - ● (TWICE SIZE)
(ADD PICTURE OF VIEW)

* ADCN REF
KC135 NOT AFFECTED

** FINISH CHGD FOR BETTER HEAT RESISTANCE

S EXISTING PARTS & ASSY'S ARE SATISFACTORY

AJP 7/3/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

581-480

BAC 926 C-85

2-7000

7-7-57 10-70 I T

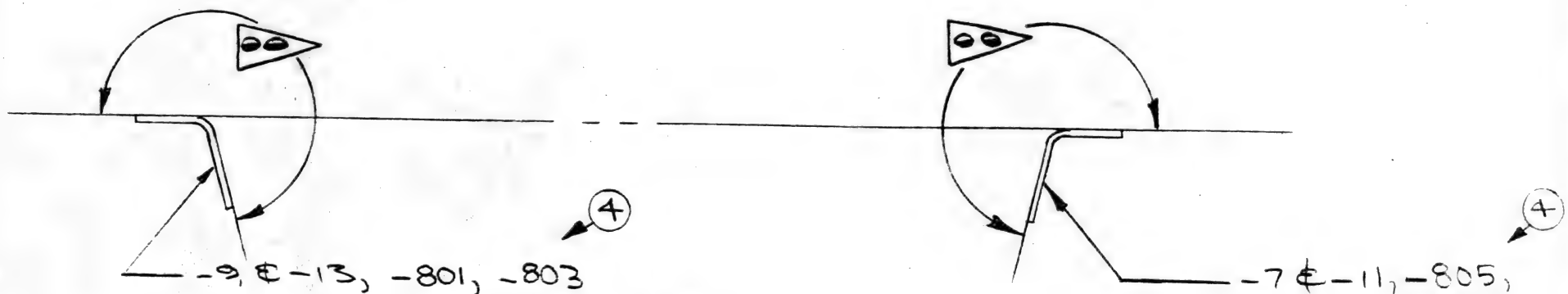
MODEL 707		DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED STARC	4-27	RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED RShort	4/27	B P GROUP 7-8-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		6-7312 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		P PROD. INFO.	REASON: FAYING SURFACE REQUIRE PROTECTION
APPROVED Barkley 4-5-57			

ISSUE NO.	ATTACH ANGLE INST TE FAIRING DWG. TITLE INBD NACELLE		
	ADCN	DRAWING NO	SHT
PRR 95000 CHG. NO.	~~1~~	~~65-23397~~	~~1~~
12 SEC. NO.	4	65-2397	1
1 THRU			
1909 CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	F

IN ZN D1 TYP SECTION ADD FINISH CALLOUTS AS SHOWN:



TO GEN NOTES ADD:

SRF 12.206 IN AREA AS NOTED (4)

*ADCN REF: SEE ADCN 3 FOR COMPLETE CHANGE

P AIRP 001 IN ACCORD OP ITEM

REPLACES ADCN 1
DRAWN: RUTH WEAVER (7-2-7)
CHK'D: RShort (7-2-7)
APP'D: Barkley 7-3-57
REASON: TO CORRECT OBSELETE PART CALLOUTS JAN 4/18 7/5/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

11-65 1T NOT PROCESS

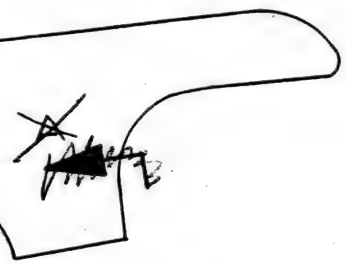
MODEL 707		DWG. REC. CLK. 7-8-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON
DRAFTED M.R. MATTESON DRY	5/16/57	RELEASE 7-8-57 CB	ADVANCE DRAWING CHANGE NOTICE
CHECKED H. DARTON	5/16/57	B/P UNIT ROHR 4-1384	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS [illegible]	5/16/57	REQUESTED P	☐ DEVIATION ☒ VARIATION (ENGRG. ERROR)
APPROVED		PROD. INFO.	REASON: SCARF NOT REQ'D FOR METHOD OF ATTACHMENT ON ASSY DWG. 69-4131.
APPROVED [illegible]	5/16/57		

ISSUE NO.	DWG. TITLE: LATCH HALF - ENGINE NACELLE		
	ADCN	DRAWING NO.	SHT.
PRR 10087 CHG. NO.	~~R-1~~	~~66-3807~~	-
71 SEC. NO.	1	66-3807	
1 THRU 199 301 THRU 1999 CHG. EFF.			

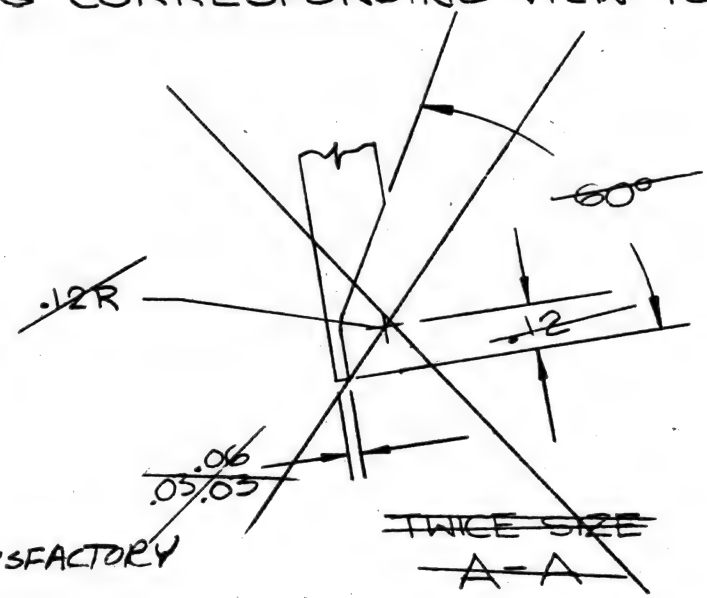
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	. . . . .									

DELETE SECTION CUT A-A & VIEW A-A AND CHG CORRESPONDING VIEW TO AGREE AS SHOWN:

☐ BAC RELEASED ☐ KC-135
☑ CANCLD BY BAC ADCN ☐ 707
SEE ADCN # 1 THIS SHEET
CHECKED Blakeslee 6/27
CHECKED [illegible] 6/27
APPROV D J.E. Fenn 6/27/57







* ADCN REF.

EXISTING PARTS & ASSYS MAY BE USED PROVIDED WELDING OPERATION IS SATISFACTORY

P ~~SCRAP EXISTING PARTS.~~
~~REWORK EXISTING ASSY'S.~~
KC-135 NOT AFFECTED.

AHP 7/3/57

REPLACES ADCN R-1 REASON: EXISTING PARTS & ASSY'S MAY BE USED.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.

BAC 924 D-84

581-204

ADCN

1R 17

5-60 IT NOT PROCESS

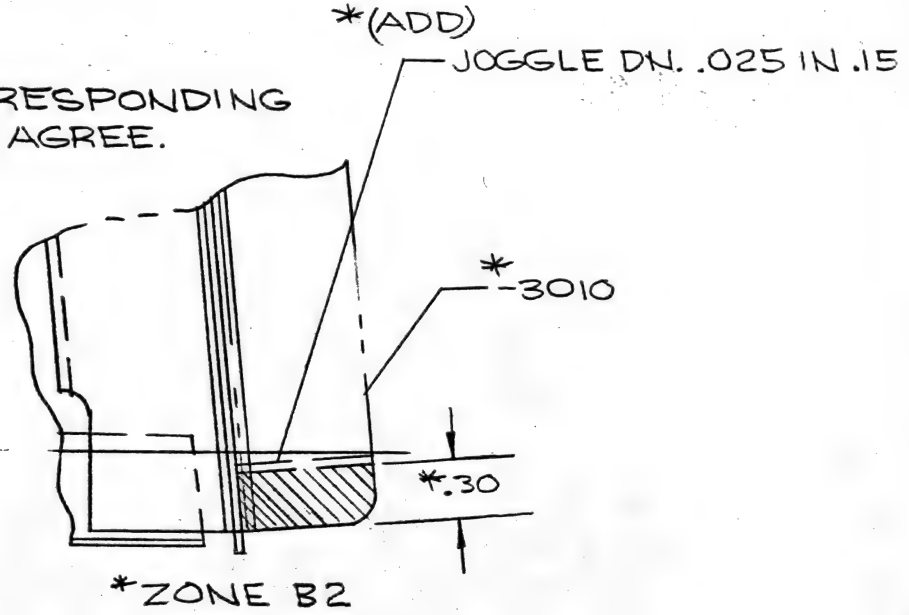
MODEL 707		DWG. REC. CLK. 7-8-57	BOEING AIRPLANE COMPANY
DRAFTED R. MATTESON DR	5/6/57	RELEASE 7-8-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED H. DARTON	5/7/57	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS	5/7/57	ROHR 4-1302 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED	5/8/57	P PROD. INFO.	TO MAKE THE -3010 AGREE
APPROVED	5/6/57		REASON: WITH THE NEW SKIN SPLIT ON 50-8281. (MFG. FACILITY)

ADCN

ISSUE NO.	ADCN	DRAWING NO.	SHT.
C		BULKHEAD INST'L - FWD ENGINE MOUNT, INBD	
DWG. TITLE		NAC. STA. 186	
ITEM 7230 CHG. NO.	R1-3	4-5177	2A
72 SEC. NO.			
1 THRU 199 501 THRU 1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD JOGGLE TO -3010 AS SHOWN BELOW:



☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADCN ☑ 707

CHG'D Blakeslee 6/27/57
CHECKED
PROJ. E. Sarson 6/28/57

*ADCN REF

P REWORK EXISTING PARTS & ASSY'S NOT INSTALLED.

KC-135 NOT AFFECTED.

HP 7/31/57

* THIS CHG. INCOMPLETE WITHOUT:

ADCN	SHT	DWG	ADCN	SHT	DWG.
R1-4, R1-5, R1-6	1	50-8281	R1-4	2A	4-5181
R1-3	2	50-8281	R1-12	100	5-85655
R1-2, R1-4, R1-5	3	50-8281			

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

581-509

2-7000

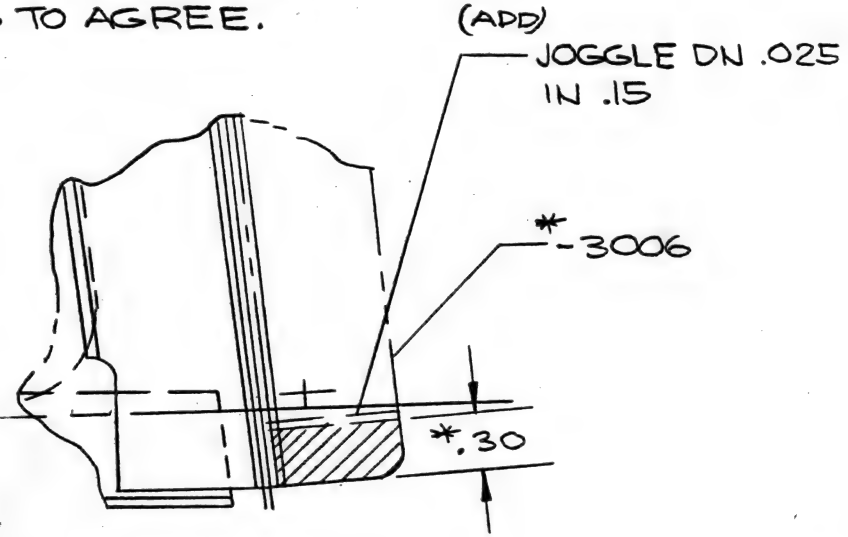
3-60-17 NOT PROCESS

MODEL 707		DWG. REC. CLK. 7-8-57	BOEING AIRPLANE COMPANY	ISSUE NO. C	DWG. TITLE BULKHEAD INSTL.-FWD ENGINE MOUNT, OUTBD NAC. STA. 136
DRAFTED R. MATTESON	5/1/57	RELEASE 7-8-57	ADVANCE DRAWING CHANGE NOTICE	CHG. NO. ITEM 7430	ADCN R1-4 / DRAWING NO. 4-5181 / SHT. 2A
CHECKED H. DARTON	5/1/57	B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 74	
STRESS M. Eerkes	5/7/57	REQUESTED ROHR 4-1302	☐ DEVIATION ☒ VARIATION	1 THRU 199	
APPROVED E.C. Burkett	5/8/57	P PROD. INFO.	TO MAKE THE -3006 AGREE	301 THRU 1999	
APPROVED G. Hodgkinson	6/6/57		REASON: WITH THE NEW SKIN SPLIT ON 50-8281. (MFG. FACILITY)	CHG. EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD JOGGLE TO -3006 AS SHOWN BELOW:

*CHG CORRESPONDING VIEWS TO AGREE.



☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADCN ☑ 707

CHECKED B. Lakeman 6/27/57
CHECKED
APPROV'D E. Larson 6/27/57

*ADCN REF.

P REWORK EXISTING PARTS & ASSY'S NOT INSTALLED.

KC-135 NOT AFFECTED

*ZONE B2

AHP 7/3/57

* THIS CHG. INCOMPLETE WITHOUT:

ADCN	SHT	DWG	ADCN	SHT	DWG.
R1-4, R1-5, R1-6	1	50-8281	R1-3	2A	4-5177
R1-3	2	50-8281	R1-12	100	5-85655
R1-2, R1-4, R1-5	3	50-8281			

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

581-509

2-7000

ADCN

5-76 27

MODEL 707		27-3-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED G. WOODS	6-13-57	8277/5/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED [signature]	6/18	7-8-57 MB B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS [signature]	6-18-57	P. DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED [signature]	6/18	▷ PROD. INFO.	REASON: TO ALLOW REMOVAL OF THE TOP ENG TEMP PROBE WITHOUT REMOVAL OF ENGINE
APPROVED [signature]	6/19		

ADCN

ISSUE NO.	DWG. TITLE	ADCN	DRAWING NO.	SHT.
A	LOWER SPAR INSTALLATION INRD STR LIT			
PRR 10764 CHG. NO.		15	8-8100	1A
SEC. NO. 72				
1-199 & 301-1999 CHG. EFF.				

PARTS LIST ZONE	REPLACES	8-8100 -3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
NEW		✓	1	-23	REINFORCEMENT PLATE	A7 3A	▷ X6.6 X7.0	▷3	-	F-8.2	Z
NEW		✓	1	69-4032	CAP	A7 3A					

ADD TO P/L AS SHOWN ABOVE:

▷ .036 OPT .042

▷ REWORK EXISTING ASSY'S

AP 6/21

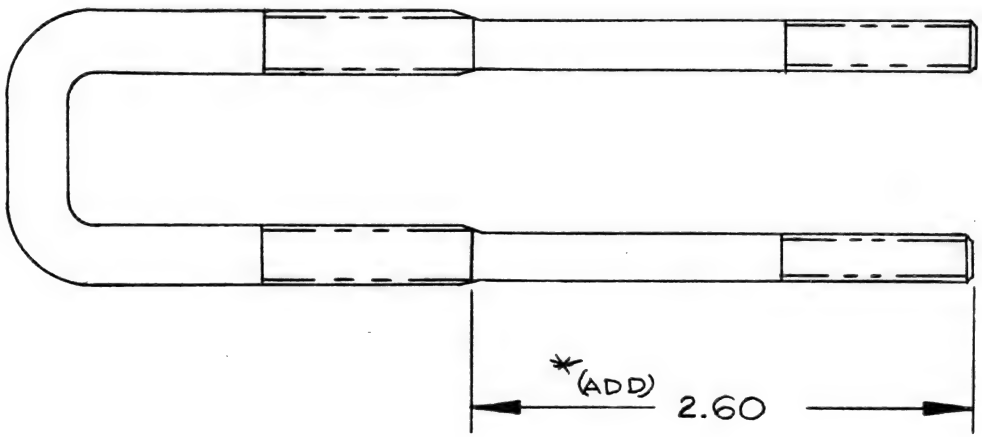
AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

8-4-5 IT NOT PROCESS

MODEL 707		DWG. REC. CLK. 7-17-57	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	"U" BOLT-COWL LATCH ENG. NAC. DWG. TITLE
DRAFTED M.R. MATTESON	6/6/57	RELEASE 7-17-57		PRR 10087 CHG. NO.	ADCN R1-1 / DRAWING NO. 69-4119 / SHT. 1
CHECKED DORTON	6/6/57	B/P GROUP 747-57 INC	☐ DEVIATION ☒ VARIATION	SEC. NO. 71	
STRESS HECHT	6/6/57	REQUESTED ROHR 4-1477	REASON: LENGTH OF "U" BOLT LEGS NOT CLEARLY DEFINED. (ENGRG ERROR)	1 THRU 199 301 THRU 1999	
APPROVED				CHG. EFF.	
APPROVED E Burkart	6/14/57	PROD. INFO			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD DIMENSION AS SHOWN BELOW:



ADCN REF ONLY.

*69-4119
*TWICE SIZE

EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

KC-135 NOT AFFECTED.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

8-80 27

MODEL 707		DWG. REC. CLK 7-16-57	BOEING AIRPLANE COMPANY
DRAFTED G. OSTERLOH	6/20/7	RELEASE 7-17-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED T. BURDO	7/8/7	B/P GROUP 7-17-57 MC	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS E. Fabler	7/11/7	6-7000 DONALDSON REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED Donaldson	7/11/57		REASON: TO ADD FIRE DETECTOR INST.
APPROVED [illegible] 7/11		PROD. INFO.	

ADCN

ISSUE NO.	ADCN	DRAWING NO.	SHT.
P			
PRR 10453 CHG. NO.	5	50-B-29	1
SEC. NO. 72			
1-99 & 301- CHG. EFF. 1999			

DWG. TITLE: STRUT INSTALLATION INBOARD FWD LINE

PARTS LIST ZONE	REPLACES -10	-9	-8	-7	-6	-5	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	✓	✓	✓	✓	✓	✓			✓	✓	1	65-4105	FIRE DETECTOR INSTL.						

CHANGE P/L AS SHOWN ABOVE

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

8-80 2T

MODEL 707		DT 7-16-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED G. OSTERLOH	6-20-57	DW 7-17-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED T. BURDO	7/8/57	7-17-57 MKB B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
[redacted]	7/11/57	DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED P Donaldson	7/11/57		REASON: TO ADD FIRE DETECTOR INST.
APPROVED [redacted] 7/11		PROD. INFO.	

ISSUE NO. F	STRUT INSTALLATION — OUTBOARD NACELLE DWG. TITLE		
P.R.R. 10453 CHG. NO.	ADCN 7	DRAWING NO. 50-8230	SHT. —
SEC. NO. 74			
1-99 $301 — CHG. EFF. 999			

ADCN

PARTS LIST ZONE	REPLACES -10	-9	-8	-7	-6	-5	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	✓	✓	✓	✓	✓	✓			✓	✓	1	65-4105	FIRE DETECTOR INSTL						

CHANGE P/L AS SHOWN ABOVE

AP 7/15

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

1-20 HT

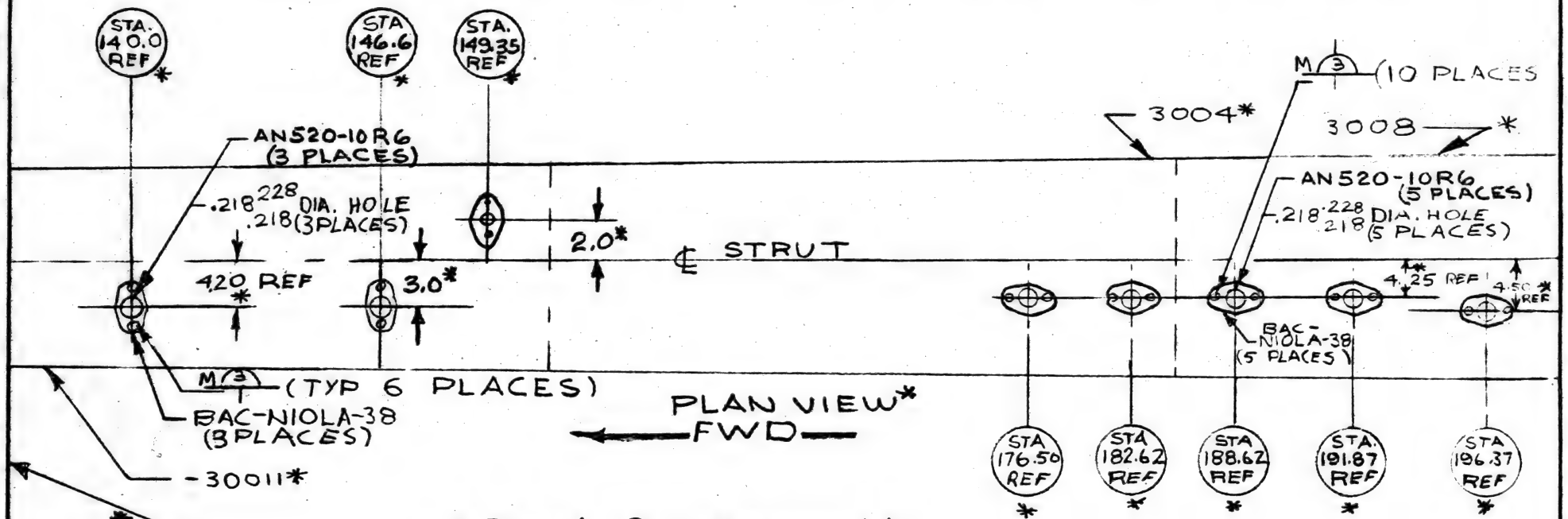
MODEL 707		DWG. REC. CLK. 7-16-57	BOEING AIRPLANE COMPANY
DRAFTED G. OSTERLOH	7-1-57	RELEASE E2A 7/16/57	ADVANCE DRAWING CHANGE NOTICE
CHECKED T. BURDO	7/9/57	B/P GROUP 7-17-57 EC	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
E.T. Fabian	7/11/57	DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
P. Donaldson APPROVED	7/11/57		REASON: ADDED HOLES & NUTPLATES FOR FIRE DETECTOR INSTL.
APPROVED	7/11	PROD. INFO.	

ISSUE NO. A	LOWER SPAR INSTALLATION INBD NAC. STRUT		
	DWG. TITLE		
PRR 10453 CHG. NO.	ADCN 17	DRAWING NO. 8-8100	SHT. 2A
SEC. NO. 76	ADCN 14	DRAWING NO. 8-8100	SHT. 1A
1-199 & 301-1999 CHG. EFF.			

ADCN 9 55

PARTS LIST ZONE	REPLACES	8-8100-3008	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		✓	8	BAC-N10LA-A38	NUT PLATE						
		✓	8	AN520-10R6	SCREW, MACH.						

CHANGE P/L IN SHT 1A AS SHOWN ABOVE
CHANGE PICTURE IN SHT 2A AS SHOWN BELOW



ADCN REF *

ADCN 9 ON SHT 1A
& ADCN 12 ON SHT 2A
WILL NOT BE RELEASED

AHF 7/15

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

1-74 IT NOT PROCESS

ADCN

MODEL 707		7-17-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
M.R. MATTESON DRAFTED	6/12/57	7-17-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED DORTON	6/12/57	7-17-57 EE B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/12/57	ROHR 4-1451 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		P PROD. INFO.	REASON: INCORRECT PART NUMBER CALLED OUT. (ENGRG. ERROR)
APPROVED	6/13/57		

ISSUE NO.	DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
PR795000 CHG. NO.	R1-6	5-85637	4A
SEC. NO. 71.			
1 THRU 199 301 THRU 1999 CHG. EFF.			

COWL PANEL ASSY L.H. SIDE ENG. NAC.

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE CALLOUT IN ZONES A3, B2, D2, D3, & D4 AS SHOWN:

~~-3034~~
-3045

*CHG IN ZONES A3, B2, D2, D3, & D4

REL'D ☐ KC-135 ☑ 707
CANC'D BY BAC NO.
CHECKED
CHECKED
APPROV'D 7/12/57

SEC C HG

*ADCN REF.

P DWG CLARIFICATION ONLY. (AIRP. PARTS NOT AFFECTED)

KC-135 NOT AFFECTED.

AP 7/16/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

IF

BAC 934 C-R3

8-7000

30

8-80 IT

MODEL 707		7-7-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED G. OSTERLOH	6-26-57	7-11-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED T. BURDO	6/28/57	7-11-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED Donaldson	7/1/57		REASON: ADDED PARTS FOR 4 HOLE DRAIN SYSTEM CHANGED FLAG NOTES.
APPROVED RE Hage	7-2-7	PROD. INFO.	

ADCN

ISSUE NO.	DWG. TITLE: PLUMBING INSTL OUTBD NAC. STRUT		
	ADCN	DRAWING NO	SHT
FRR 10218 CHG. NO.	6	50-5548	
SEC. NO. 79			
301-1999			
1-199 CHG. EFF			

PARTS LIST ZONE	REPLACES	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
11		✓	✓	✓	✓	2	MS21907-8C	ELBOW-TUBE-45°						
16		✓	✓	✓	✓	3	AN924-8C	NUT-BLKD						
17		✓	✓	✓	✓	6	MS29512-8	"O" RING						
18		✓	✓	✓	✓	3	AN806-C8	PLUG						
~~49~~	~~—~~	~~✓~~	~~✓~~		~~✓~~	~~1~~	~~10-60104-~~	~~HOSE ASSY (DRAIN)~~			⑨ ⊙			
14		✓	✓	✓	✓	1	MS21908-8C	ELBOW 90°						
15		✓	✓	✓	✓	1	MS21902-8C	UNION						
~~10~~	~~—~~	~~✓~~	~~✓~~	~~✓~~	~~✓~~	~~1~~	~~AN924-8~~	~~NUT BLKD~~						
50	—	✓	✓	✓		1	10-60104-1	HOSE-ASSY			⑨ ⊙			

CHANGE P/L AS SHOWN ABOVE

REMOVE ⑨ AS SHOWN BELOW.

~~⑨ COLOR BAND PER BAC 5001 WITH TAPE BAC-TIIS-S2F~~

⊙ ADCN REF ONLY — REPLACING PART WILL BE SHOWN ON ENGINE PLUMBING INSTL

AHP 7/8/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

6-76 IT

ADCN

MODEL 707		DWG. REC. CLK. 7-29-57	BOEING AIRPLANE COMPANY
DRAFTED T. BURDO	7/22	RELEASE 7-30-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED	7/22	B/P GROUP 7-30-57	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED	7/22		REASON: TO BRING P/L UP TO DATE.
APPROVED	7-23-7	PROD. INFO.	

A	COWL INSTL ENGINE NAC.	
ISSUE NO.	DWG. TITLE	
PRR 10453	ADCN 2	DRAWING NO. 50-3371 SHT. 1A
CHG. NO.		
SEC. NO. 71		
1-99, 301-1999		
101-199		
CHG. EFF.		

PARTS LIST ZONE	REPLACES	-3000 (C)	-3000 (B)	-3000 (A)	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		V	V X	V X	+1	50-8281	FAIRING ASSY FWD.	A5					
		V	V X	V X	+1	65-6487	FAIRING INSTL-AUX						
	NEW	V			1	5-85638 -3096	R.H. SIDE PANEL ASSY	C7					
	NEW	V			1	5-85637 -3095	L.H. SIDE PANEL ASSY	B6					
			V 4	4 V	1	5-85637 -3000	L.H SIDE PANEL ASSY						
			V 4	4 V	1	5-85638 -3000	R.H SIDE PANEL ASSY						

CHANGE P/L AS SHOWN ABOUE:

CHANGE T/B AS SHOWN BELOW:

AP 7/26/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
71	4	50-8220	707	1 THRU 99	50-3371 -3000	A	
71	4	50-8220	707	101 THRU 199	50-3371 -3000	C	
71	4	50-8220	707	~~101 THRU 199~~ - 301 THRU 1999	50-3371 -3000	B	

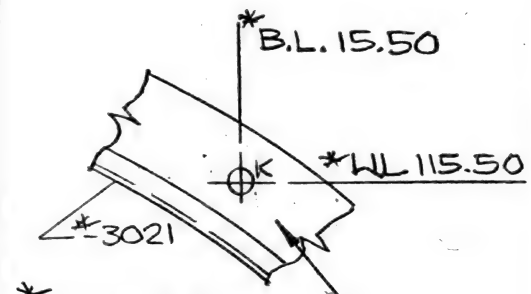
6-72 IT NOT PROCESS

MODEL 707		7-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	ISSUE NO. PRR10087	COWL PANEL ASSY R.H. SIDE ENGINE NACELLE DWG. TITLE
DRAFTED R. MATTESON		RELEASE 7-30-57	ADVANCE DRAWING CHANGE NOTICE	CHG. NO. R1-2	ADCN 5-85638 SHT. 100
CHECKED DARTON		B/P GROUP ROHR 4-1386	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 71	
STRESS HECHT	6/10/57	REQUESTED	☐ DEVIATION ☒ VARIATION	1 THRU 199	
APPROVED E.C. Burkhart	6/11/57	P PROD. INFO.	REASON: IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)	301 THRU 1999 CHG. EFF.	
APPROVED [illegible]	6/12/57				

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD COORDINATING HOLES AS SHOWN BELOW:

THIS CHG. INCOMPLETE WITHOUT ADCN	SHT	DWG
R1-1	1A	5-85638
R1-1	3A	
R1-2	3A	
R1-1	4A	
R1-2	4A	
R1-3	4A	
R1-1	100	
R1-3	100	5-85638

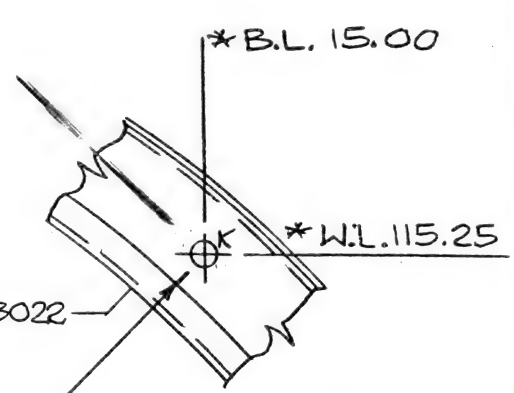


*ZONE E4

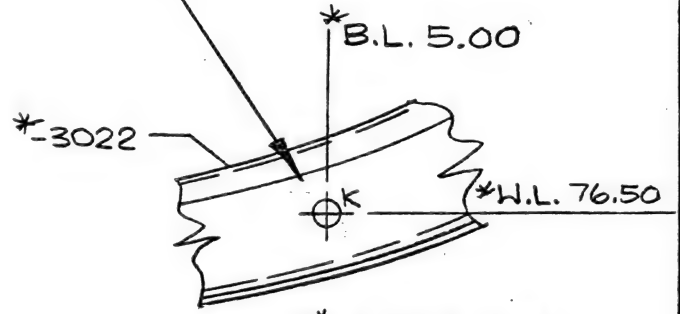


*ZONE A5
*STA. 190.00

*(ADD COORDINATING HOLES)



*ZONE E7



*ZONE A8
*STA. 197.50

☐ B.A.C. RELEASED ☐ KC-135
☐ CANCLD BY BAC ADC. ☑ 707

CHECKED Blakeslee 7/24/57
CHECKED
APPROVED H.E. Larson 7/25/57

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN R1-8 5/5 ON 5-85638

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

2-7000

6-74 IT NOT PROCESS.

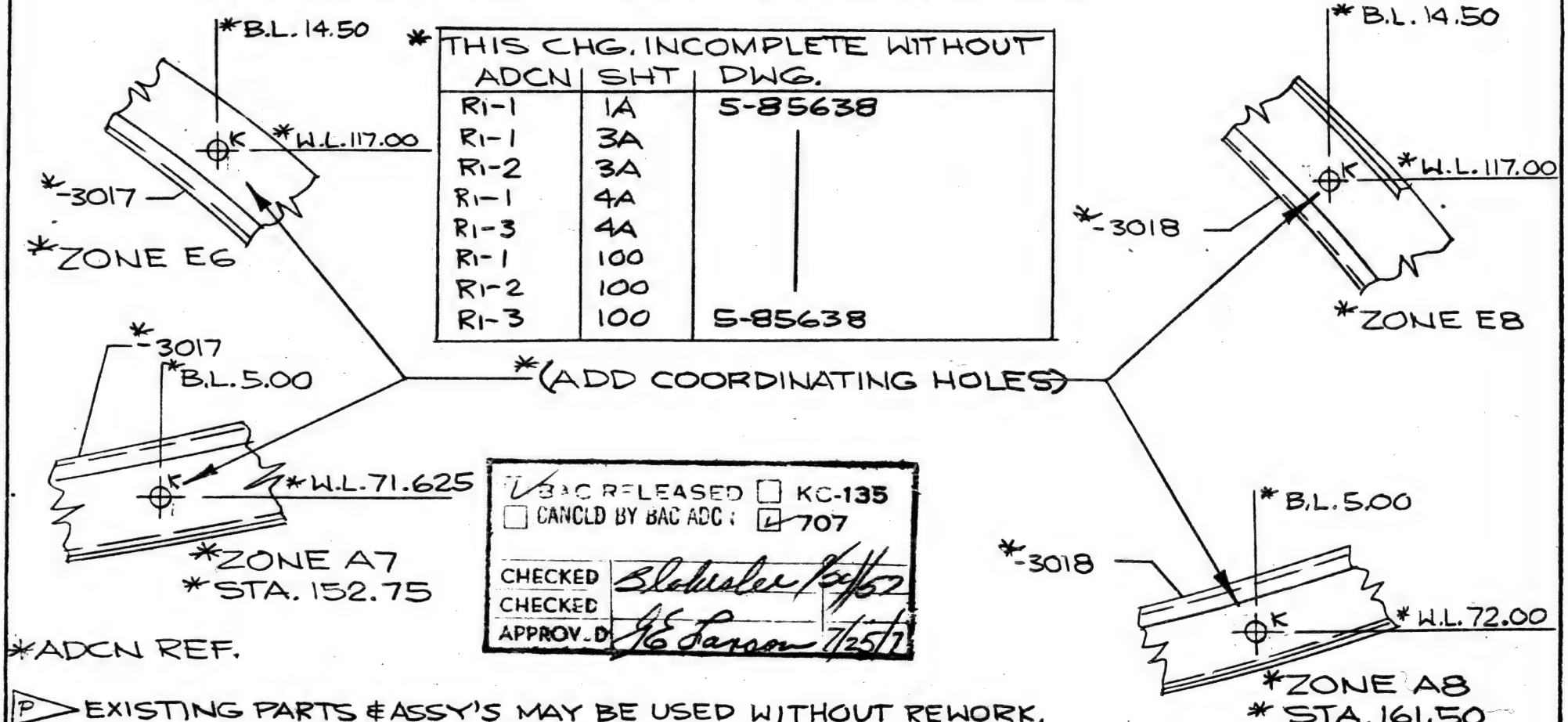
MODEL 707		7-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED R. MATTESON		RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON		B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/10/57	ROHR 4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E C Burkhart	6/11/57	P	REASON: IRREGULAR OML'S & HOLD
APPROVED P Hodgkins	6/12/57	PROD. INFO.	TO INSURE POSITIVE LOCATION OF FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)

ADCN

ISSUE NO.	COWL PANEL ASSY R.H. SIDE ENGINE NACELLE DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
PRR 10087 CHG. NO.	R1-2	5-85638	4A
71 SEC. NO.			
1 THRU 199			
301 THRU 1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD COORDINATING HOLES AS SHOWN BELOW:



*THIS CHG. INCOMPLETE WITHOUT		
ADCN	SHT	DWG.
R1-1	1A	5-85638
R1-1	3A	
R1-2	3A	
R1-1	4A	
R1-3	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85638

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADC ; ☑ 707

CHECKED	Blakeslee 7/25/57
CHECKED	
APPROV'D	JE Larson 7/25/57

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK,

FOR KC-135 SEE ADCN R1-12 S/4 ON 5-85638

HP 7/29/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

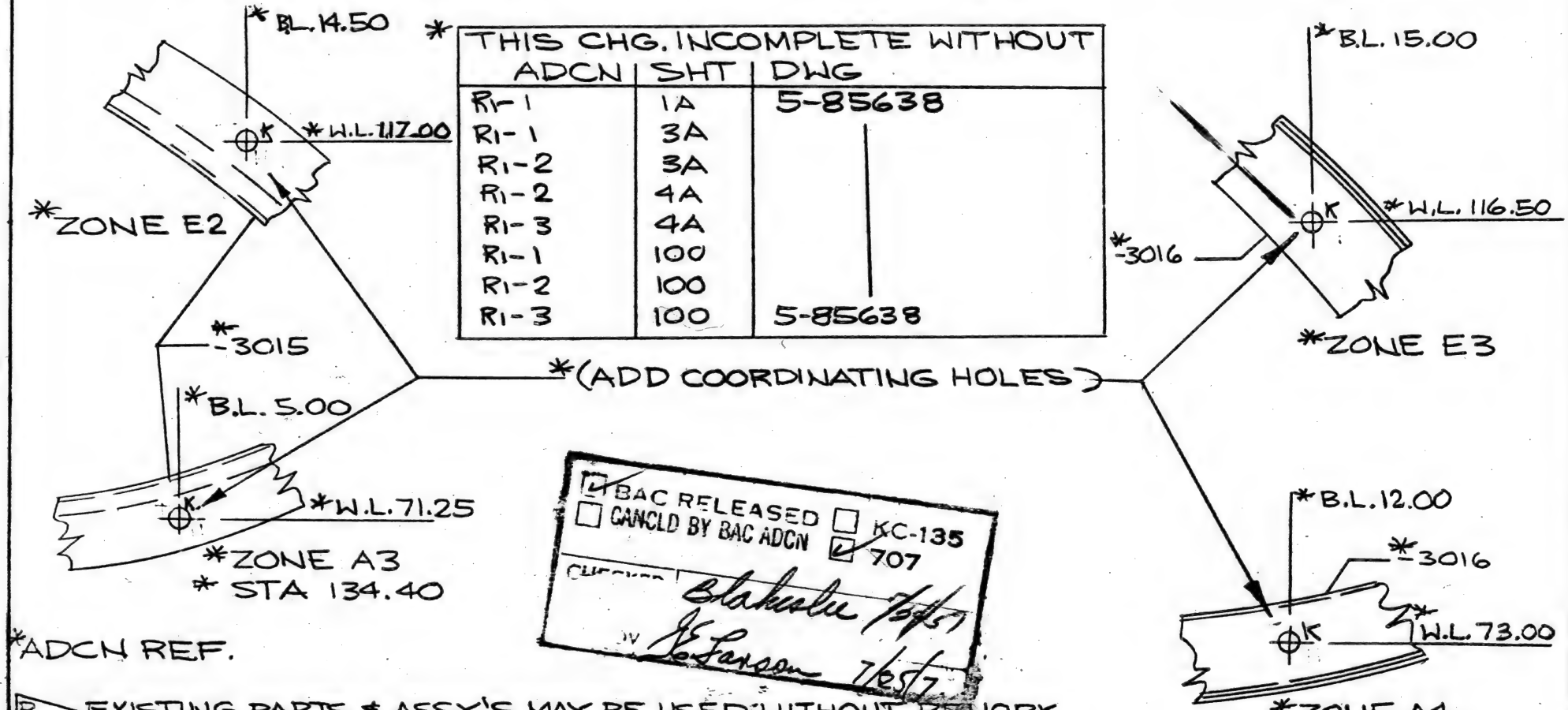
8-7000

6-74 17 NOT PROCESS

MODEL 707		7-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY		COWL PANEL ASSY R.H. SIDE ENGINE NACELLE DWG. TITLE
R. MATTESON DRAFTED	6/10	7-30-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO. PRR 10087	ADCN R1-1 / DRAWING NO. 5-85638 / SHT. 4A
CHECKED DARTON		B/P GROUP ROHR 4-1386	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO. 71	
STRESS HECHT	6/10/57	REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 1 THRU 199	
APPROVED E.C. Burkart	6/11/57	P PROD. INFO.	REASON: TO INSURE POSITIVE LOCATION OF IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)	301 THRU 1999 CHG. EFF.	
APPROVED J. Hopkins	6/12/57				

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD COORDINATING HOLES AS SHOWN BELOW:



THIS CHG. INCOMPLETE WITHOUT ADCN	SHT	DWG
R1-1	1A	5-85638
R1-1	3A	
R1-2	3A	
R1-2	4A	
R1-3	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85638

*(ADD COORDINATING HOLES)

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADCN ☑ 707
CHECKED Blakeslee 7/5/57
BY L. Larson 7/5/57

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN R1-11 S/4 ON 5-85638

AP 7/20/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

ADCN

1-764T NOT PROCESSED

MODEL 707		7-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED R. MATTESON		RELEASE 7-30-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED D. PIRTON		B/P GROUP ROHR 4-1396	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/10/57	REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED [illegible]	6/14/57	P PROD. INFO.	TO INSURE POSITIVE LOCATION OF REASON: IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)
APPROVED [illegible]	6/17/57		

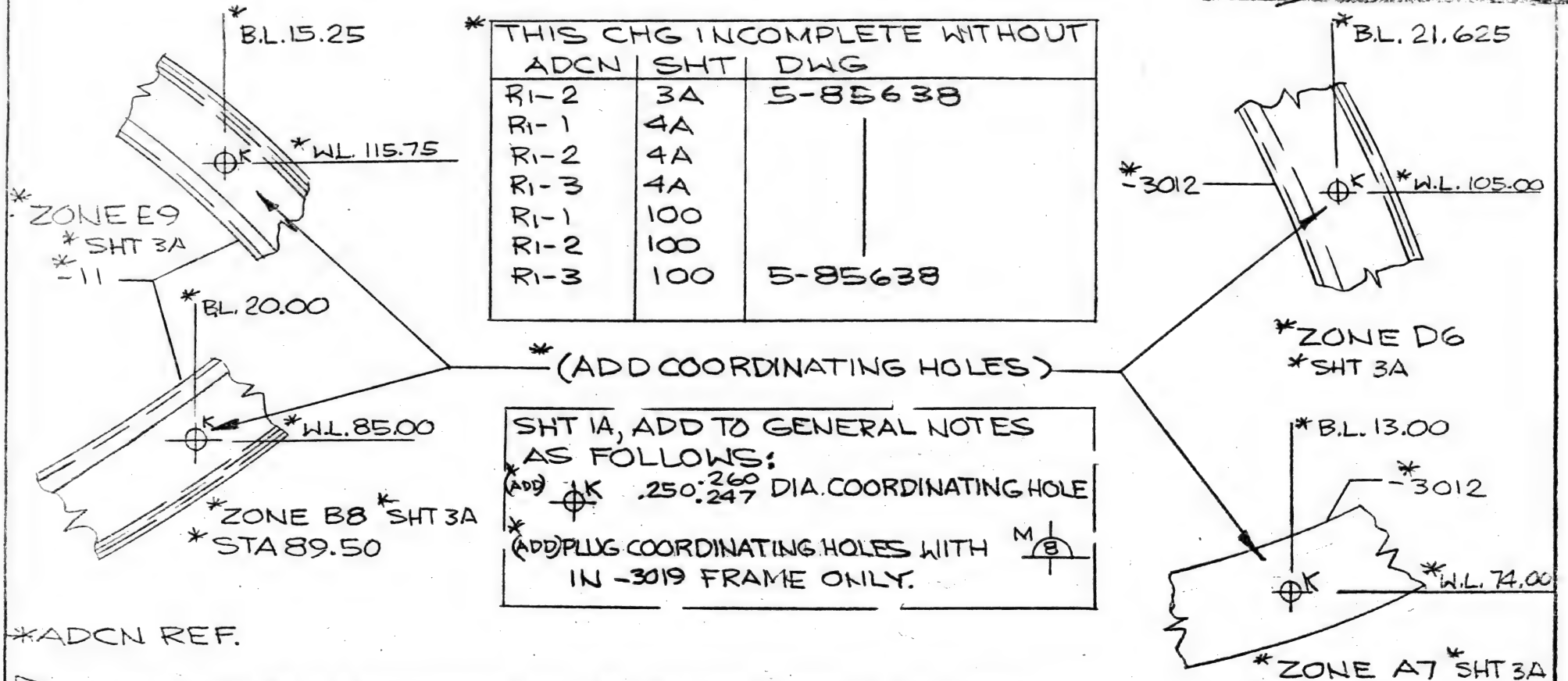
ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 10087 CHG. NO.	R1-1	5-85638	1A
SEC. NO. 71	R1-1	5-85638	3A
1 THRU 199 301 THRU 1999 CHG. EFF.			

DWG. TITLE: COWL PANEL ASSY R.H. SIDE ENGINE NACELLE

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

SHT 3A, ADD COORDINATING HOLES AS SHOWN BELOW:

APPROV [illegible] 7/25/57



*THIS CHG INCOMPLETE WITHOUT ADCN	SHT	DWG
R1-2	3A	5-85638
R1-1	4A	
R1-2	4A	
R1-3	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85638

*(ADD COORDINATING HOLES)

SHT 1A, ADD TO GENERAL NOTES AS FOLLOWS:

*(ADD) K .250 +.260 -.247 DIA. COORDINATING HOLE

*(ADD) PLUG COORDINATING HOLES WITH M8 IN -3019 FRAME ONLY.

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN'S R1-7 S/1 & R1-11 S/3 ON 5-85638

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

6-204T NOT PROCESS

MODEL 707		DWG. REC. CLK. 7-30-57	BOEING AIRPLANE COMPANY
DRAFTED R. MATTESON		RELEASE 7-30-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON		B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/10/57	ROHR 4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E C Burkett	6/11/57	P	TO INSURE POSITIVE LOCATION OF
APPROVED J Hedgeman	6/12/57	PROD. INFO.	REASON: IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)

ISSUE NO.	CHG. NO.	SEC. NO.	CHG. EFF.
	PRR 10087	71	1 THRU 199 301 THRU 1999

COWL PANEL ASSY R.H., SIDE ENGINE NACELLE
DWG. TITLE

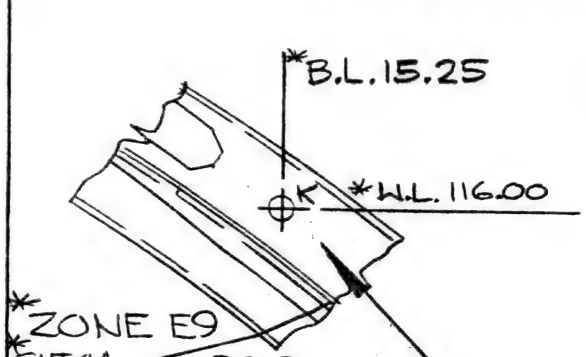
ADCN	DRAWING NO.	SHT.
R1-3	5-85638	4A
R1-1	5-85638	100

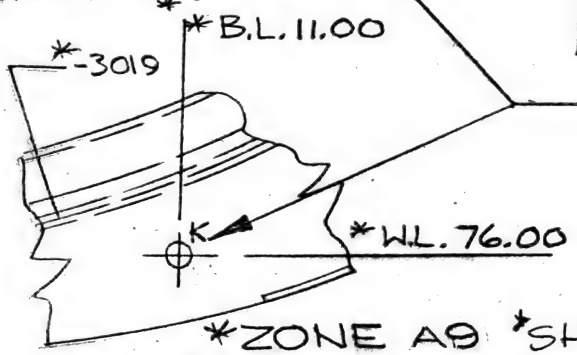
ADCN 54

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

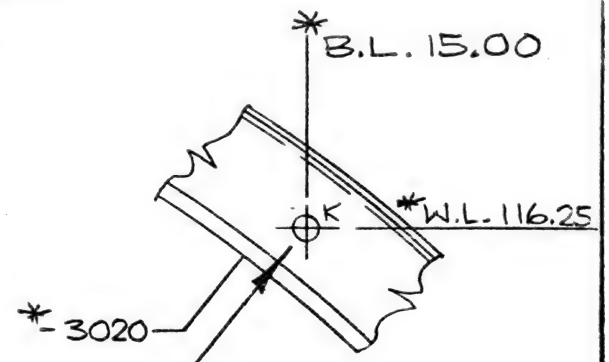
ADD COORDINATING HOLES AS SHOWN BELOW:

THIS CHG. INCOMPLETE WITHOUT ADCN	SHT	DWG.
R1-1	1A	5-85638
R1-1	3A	
R1-2	3A	
R1-1	4A	
R1-2	4A	
R1-2	100	
R1-3	100	5-85638

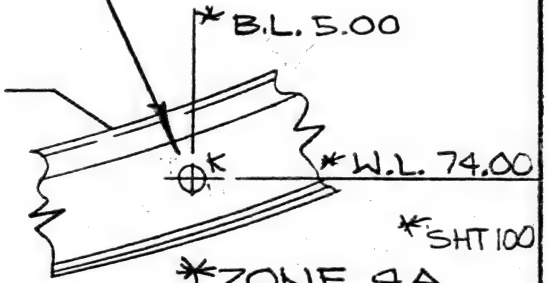




*ZONE A9 *SHT 4A
* STA. 171.20



*(ADD COORDINATING HOLES)



☑ RELEASED ☐ KC-135
☐ CANCELED BY BAC ADC ☑ 707

CHECKED	Blakeslee	7/24/57
CHECKED		
APPROVED	Peterson	7/25/57

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN'S R1-13 S/4 & R1-7 S/5 ON 5-85638

AP 7/29/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

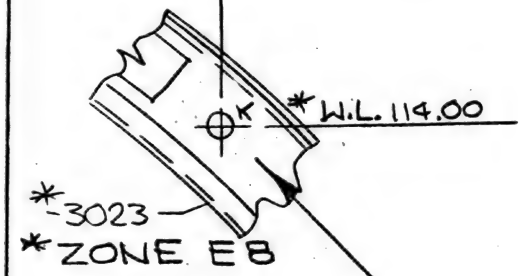
6-14-57 NOT PROCESS

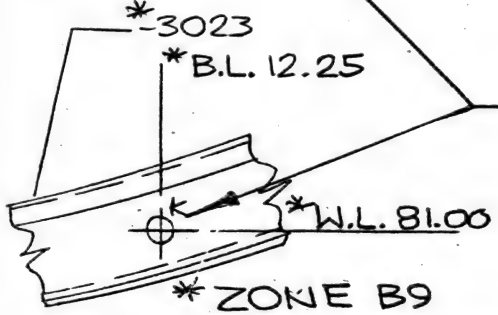
MODEL 707		707-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
R. MATTESON DRAFTED	6/1	LEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON		B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/10/57	ROHR 4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E C Burkard	6/11/57	P PROD. INFO.	REASON: IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)
APPROVED J Hopkins	6/11/57		

ISSUE NO.	COWL PANEL ASSY R.H. SIDE ENGINE NACELLE — DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
PRR 10087 CHG. NO.	R1-3	5-85638	100
SEC. NO. 71			
1 THRU 199			
301 THRU 1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD COORDINATING HOLES AS SHOWN BELOW:

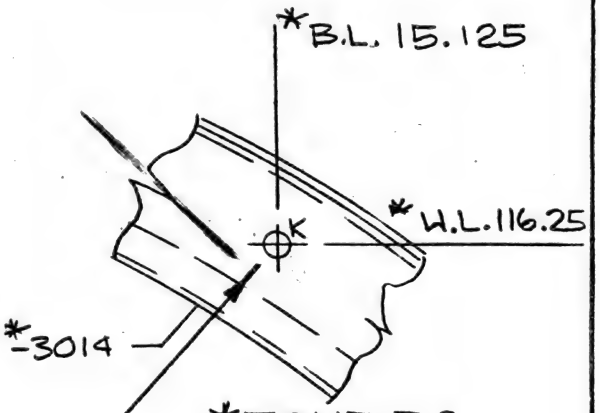


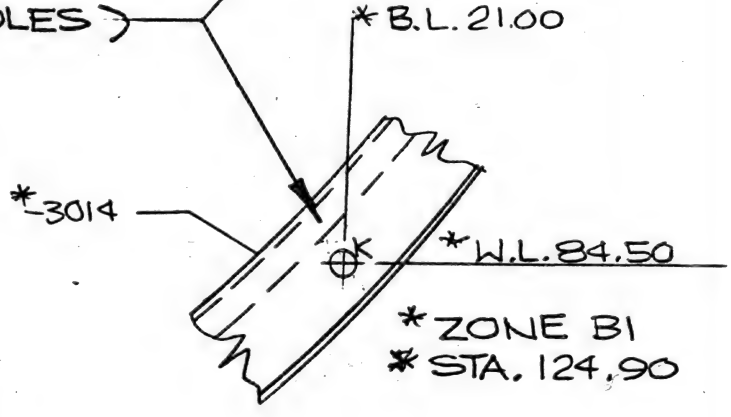


*(ADD COORDINATING HOLES)

*THIS CHG. INCOMPLETE WITHOUT

ADCN	SHT	DWG.
R1-1	1A	5-85638
R1-1	3A	
R1-2	3A	
R1-1	4A	
R1-2	4A	
R1-3	4A	
R1-1	100	
R1-2	100	5-85638





☐ B-C RELEASED ☐ KC-135
☐ CANCLD BY BAC AGC ☐ 707
CHECKED B Blakesley 7/24/57
CHECKED
APPROV. D H E Larson 7/25/57

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN R1-9 S/5 ON 5-85638

AP 7/29/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

6-74 17

MODEL 707		DWG. REC CLK 7-30-57	BOEING AIRPLANE COMPANY
DRAFTED B. HANSON	7-17	RELEASE 7-30-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED L. Fujioka	7-24-57	B/P GROUP 6-7000	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS R. Lair	7-24-57	DONALDSON REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED Donaldson	7/29/57	PROD. INFO	REASON: CLEARANCE REQUIRED FOR THRUST REVERSER ACTUATOR CYLINDER
APPROVED R. Ellege	7-26-57		

ADCN

ISSUE NO.	ADCN	DRAWING NO.	SHT.
10749			
CHG. NO. PRR			
SEC. NO. 71	4	5-85638	100
1-199 &			
301-1999 CHG. EFF.			

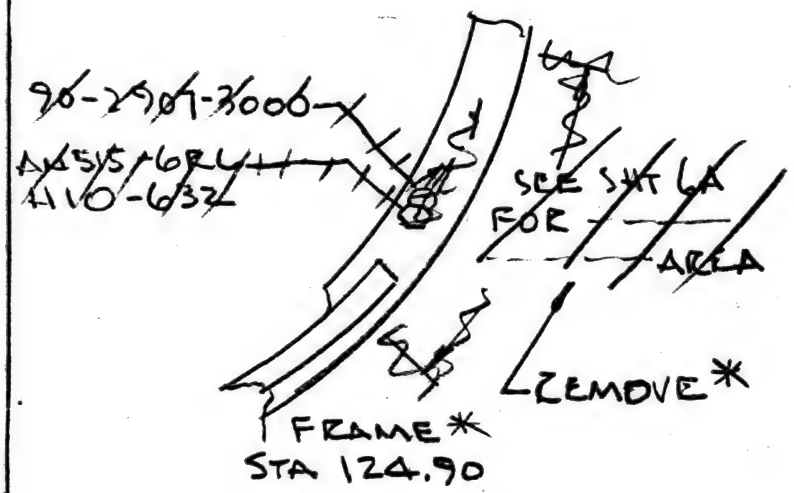
DWG. TITLE: COWL PANEL ASSY-R.H. SIDE, ENG NAC

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

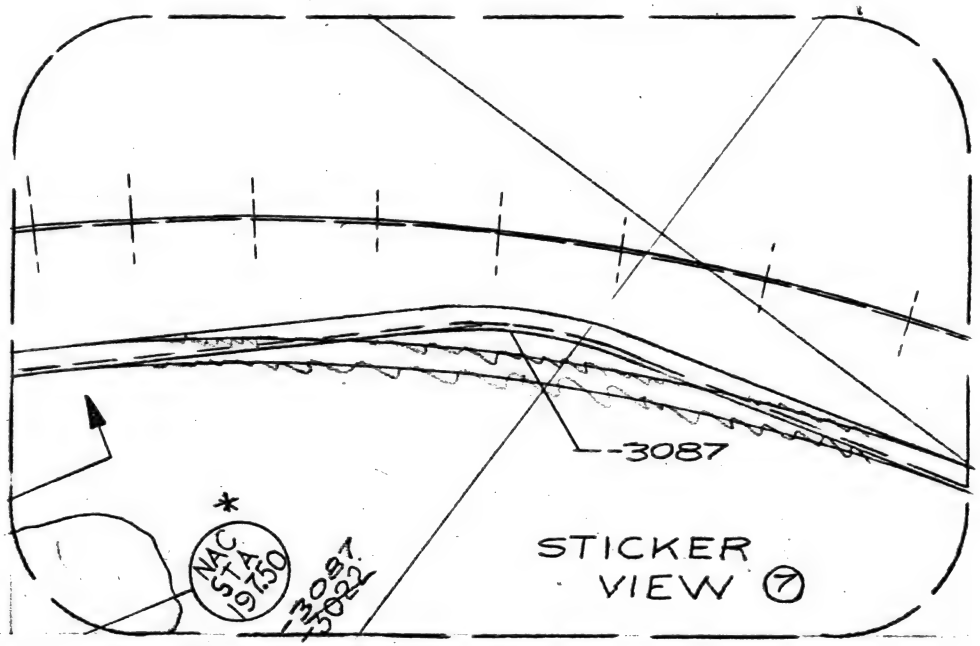
IN ZN D7 CHANGE INSIDE CONTOUR ON FRAME STA 197.50 - STICKER (7)
CHANGE -3022 TO -3087 (3 PLACES)

IN ZN B1 & B2
REVISE AS SHOWN BELOW ▷

▷ FWD FIRE CONTROL DOOR RELOCATED AFT TO STA 147.87



▷ REWORK EXISTING PARTS
SCRAP -3022



* ADCN REF ONLY

AP 7/29/57

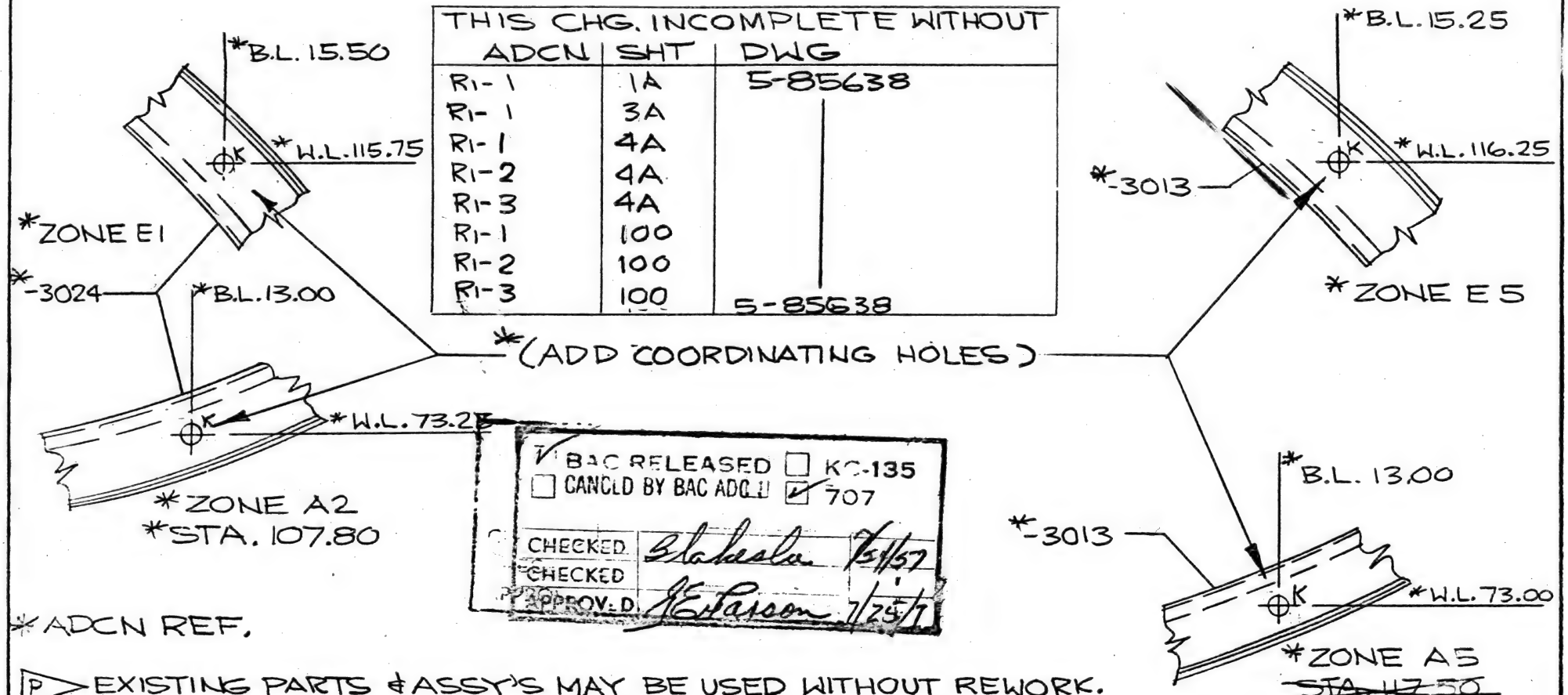
AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

MODEL 707		7-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	ISSUE NO. PRR 10087	DWG. TITLE COWL PANEL ASSY R.H. SIDE ENGINE NACELLE	
DRAFTED R. MATTESON DRM	6/1/57	RELEASE	ADVANCE DRAWING CHANGE NOTICE	ADCN R1-2	DRAWING NO. 5-85638	SHT EA
CHECKED D. KTON		B/P GROUP ROHR	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	CHG. NO.		
STRESS HECHT	6/10/57	4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 71		
APPROVED E C Burkard	6/10/57	P PROD. INFO.	REASON: TO INSURE POSITIVE LOCATION OF IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS (MFG. FACILITY)	1 THRU 199 301 THRU 1999 CHG. EFF.		
APPROVED J Hodgkins	6/12/57					

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD COORDINATING HOLES AS SHOWN BELOW:

THIS CHG. INCOMPLETE WITHOUT		
ADCN	SHT	DWG
R1-1	1A	5-85638
R1-1	3A	
R1-1	4A	
R1-2	4A	
R1-3	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85638



☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADC.U ☑ 707

CHECKED Blakeslee 7/21/57
CHECKED
APPROV. D. E Eriason 7/25/57

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN R1-12 S/3 ON 5-85638

#P 7/29/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

ADCN

☒ ART O. ● WRITTEN

ART ORDER NUMBER	SECTION 28 FUEL	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
28-1	Fuel System (FUEL QUANTITY INDICATING SYSTEMS)	☒	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
28-2	Dual Fuel Check Valve	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
28-3	Wing Center Section Tubing and Equipment Locations Diagram	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
28-4	Drip Stick Fuel Level Indicator	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
28-5	Fuel Tank Filler Cap Installation Details	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
28-6	Fuel Tank Arrangement	☒ A	☒	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
28-7	Integral Fuel Tank Structure Seals	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
28-8	Fuel Tank Removable Component Seals	☐ A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
28-9	Main Tank Baffle Check Valves	☐ A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
28-10	Wing Center Section Tank Aft Cells	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
28-11	Wing Center Section Tank Cavity Drains	☒	☒	☐	☒	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐

1-20 47 NOT PROCESS

MODEL 707		DWG. REC. CLK. 6-17-57	BOEING AIRPLANE COMPANY
DRAFTED M.R. MATTESON	5/31/57	RELEASE RR 6/18/57	ADVANCE DRAWING CHANGE NOTICE
CHECKED H.D. DAPTON	5/31/57	B/P GROUP 6-18-57 IB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS Geo. Perkins	5/6/57	REQUESTED ROHR 4-1359	☐ DEVIATION ☒ VARIATION
APPROVED		PROD. INFO. ▷	REASON: TWO DIFFERENT PARTS HAVE THE SAME CALLOUT. (ENGRG. ERROR)
APPROVED E.C. Burkart	5/6/57		

ISSUE NO.	DWG. TITLE: COWL PANEL ASSY-LEFT HAND SIDE; ENGINE NACELLE		
	ADCN	DRAWING NO.	SHT.
PRR 10087 CHG. NO.	R-1	5-85637	1A
SEC. NO. 71	R-1	5-85637	4A
1 THRU 199 301 THRU 1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~1-4~~	~~-3062~~	~~1~~	~~-3040~~	~~ANGLE~~	~~B4~~	~~4A .025X2.50X12.00~~	~~503~~	~~-~~	~~F-10.10~~	~~R~~
1-4	-3062	1	-3800	ANGLE	B4 4A	.025X2.50X12.00	503	-	F-10.10	R

SHT 1A, REVISE PARTS LIST AS SHOWN ABOVE:

SHT 4A, CHANGE -3040 TO -3800 IN ZONES B4 & B2 AS SHOWN:

~~-3040~~ -3800

1B3 *ZONE B4

BACK DATED ☐ KC-135
CHECKED B Lakeslee 6/11/57
APPROVED H Larson 6/12/57

~~-3040~~ -3800

3D2 *ZONE B2

*ADCN REF. ONLY.

▷ DWG. CLARIFICATION ONLY. (AIRP. PARTS NOT AFFECTED)

KC-135 NOT AFFECTED.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

ADCN 58 56

21 20 16

1-78 11

MODEL 707		6-17-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON
DRAFTED F. McDONOUGH	5/21/57	RR 6/18/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED	6/11	6-15-5710 B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS G. Lauer	6/11/57	DONALDSON REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED P Donaldson	6/11/57	▷ PROD. INFO.	REASON: TO SUPPORT SKIN AT VENT HOLE CUT-OUT & TO ADD REAR COWL FRAME
APPROVED R Kellogg	6-12-7		

ISSUE NO.	DWG. TITLE	
NEW	COWL PANEL ASSEMBLY LEFT HAND SIDE ENG. NACELLE	
CHG. NO. PRR 10087-1	ADCN 4	DRAWING NO. 5-85637 SHT. 1A
SEC. NO. 71		
CHG. EFF. 1-199, 301-1999		

PARTS LIST ZONE	REPLACES	5-85637-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	1	-3085	DOUBLER	C62A	.040 x 3.5 DIA	502	—	SRF-2115	R
	NEW	✓	1	65-6411-1	FRAME INSTL STA. 213.75	4B2A					

ADD TO P/L AS SHOWN ABOVE

▷ RE-WORK EXISTING PARTS

ADCN

MODEL 707		6-11-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED F. McDONOUGH	5/21/57	RECD 6/18/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED [signature]	6/11	6-18-57 (8) B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		DONALDSON REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED [signature]	6/11/57		REASON: TO ADD REAR COWL FRAME
APPROVED [signature]	6-12-7	PROD. INFO.	

ADCN

ISSUE NO.	DWG. TITLE	ADCN	DRAWING NO.	SHT.
NEW	COWL PANEL ASSEMBLY RIGHT HAND SIDE ENG. NACELLE			
PRR 10087-1 CHG. NO.		2	5-85638	1A
SEC. NO. 71				
1-199, 301-1999 CHG. EFF.				

PARTS LIST ZONE	REPLACES	5-85635-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	V	1	65-6911-2	FRAME INSTL STA. 213.75	B10 2A					

ADD TO P/L AS SHOWN ABOVE

AP 6/13

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

MODEL 707		DWG. REC. CLK. 6-17-57	BOEING AIRPLANE COMPANY
DRAFTED HULL, C.W.	5/3/57	RELEASE 6-18-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED H.D. DARTON	5/3/57	B/P GROUP ROHR 4-1286	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS [illegible]	5/6/57	REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		PROD. INFO.	REASON 707 SPLICE PLATE DIFFERS FROM CORRESPONDING KC 135 PART & THEREFORE REQ'S A-3000 SERIES NO. (ENG'RG ERROR)
APPROVED [illegible]	5/6/57		

ISSUE NO.	ADCN	DRAWING NO.	SHT.
ITEM 7130	R,-20	5-85655	1A
CHG. NO.			
SEC. NO. 71	R,-7	5-85655	101
1 THRU 199			
301 THRU 1999			
CHG. EFF.			

DWG. TITLE NOSE COWL-ENGINE NACELLE, ASSY OF.

ADCN 50 43

PARTS LIST ZONE	REPLACES	-3067	-3060	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~1-39~~		✓	✓	✓	2	~~-38~~	~~SPLICE PLATE~~		~~.050×1.60×26.0~~	4	-	~~F-2.115~~	~~R~~
1-39		✓	✓	✓	2	-3823	SPLICE PLATE		.050×1.60×26.0	4	-	F-2.115	R

REVISE PARTS LIST AS SHOWN ABOVE

CHANGE FACE OF DWG AS SHOWN BELOW

~~-38~~ -3823
* ZONE 6B SHT. 101.

~~-38~~ -3823
*ZONE 4F, SHT. 101.

~~-38~~ -3823
*ZONE 4A SHT. 101

*FOR ADCN REF ONLY.

REWORK EXISTING PARTS NOT ASSEMBLED.

KC135 NOT AFFECTED.

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADCN ☐ 707

CHECKED Blakesley 6/11/57
CHECKED
APPROVED J E Larson 6/12/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

25 12

1-66 1T

ADCN

MODEL 707-120		6-17-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED G. WOODS	6/10/7	RN 6/18/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED [illegible]	6/11	6-18-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS [illegible]		P. Donaldson G-7000 REQUESTED P.P	☐ DEVIATION ☐ VARIATION
APPROVED [illegible]	6/4/57		REASON: TO ADD AUXILIARY FAIRING — TO BRING P/L & TAB Block up to date
APPROVED [illegible]	6 12-7	PROD. INFO.	

ISSUE NO.	DWG. TITLE		
NEW	COWL INSTL ENGINE NAC		
CHG. NO. PRR 10087-1	ADCN	DRAWING NO.	SHT.
SEC. NO. 71	1	50-3371	1A
CHG. EFF. 1-199, 301-1999			

PARTS LIST ZONE	REPLACES 3001	3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	4			~~5-85638 -3001~~							
	4			~~5-85637 -3001~~							
NEW		✓	1	65-6487	FAIRING INSTL. AUXILIARY						
	4	✓	1	50-8281							
		▷1	1	69-3165	VENT INSTL FUEL PRES. TRASMITTER						

CHG & ADD TO P/L AS ABOVE

AMONG GEN. NOTES ADD:- ▷1 AIRPS 1 THRU 99

CHG TAB BLOCK AS SHOWN

6/3

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
~~71~~	~~X~~	~~50-8220~~	~~707~~	~~1 THRU 199~~	~~50-3371 -3001~~		
71	4	50-8220	707	1 THRU 199 — 301 THRU 1999	50-3371 -3000		

BAC 924 C-R5

2-7000

6-53-57

MODEL 707		6-18-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE ADCN		CONTROL SYS INSTL. THRUST REVERSER DWG. TITLE	
DRAFTED V.P. WEED.	6/13/57	6-18-57 RELEASE	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☑ VARIATION	ISSUE NO.	ADCN: 1	DRAWING NO.: 65-4259 SHT.: 2
CHECKED D. Corley 6-14-57		6-12-57 B/P GROUP	REASON: COMPLETION OF BASIS DESIGN.	CHG. NO. 7820.		
STRESS		6-7000 PEARSON REQUESTED		SEC. NO.		
APPROVED D.C. 6-14-57						
APPROVED H. J. Bennett 6/14/57		PROD. INFO.		CHG. EFF.		

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN C3, C7 CHANGE CALLOUT AS SHOWN.

~~BAC-B10-640~~

REP 4F5-2

IN ZN A4, C7 CHANGE CALLOUT AS SHOWN.

~~BAC B10A-620~~

KP4A-7-ST.

IN ZN B7, C7 CHANGE CALLOUT AS SHOWN.

~~BAC B10B316~~

5NBC713S

IN ZN. C5, C6 CHANGE CALLOUT AS SHOWN.

~~BAC B10B-301~~

3NBF512S

IN ZN A6 CHANGE CALLOUT AS SHOWN.

~~BAC B10A-610~~

B542ZZ-2-ST

IN ZONE C6 SECT VIEW 3B7 REMOVE CALLOUT BAC-B10A-640 AS SHOWN.

BAC-B30BH-5C-40
AN320C-5
AN381-2-10
~~BAC-B10A-640~~
AN960-C-516
NAS43-5-72
63-2525

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

6-53 27

MODEL 707		6-18-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	A ISSUE NO.	TURNING VANE THRUST REVERSER DWG. TITLE
DRAFTED S. WOOD	6-12-7	JC 6-18-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	7812 CHG. NO.	ADCN 1 / DRAWING NO. 65-4298 / SHT.
CHECKED L. Greenger	6/14/7	6-18-5782 B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	78 SEC. NO.	
STRESS ———		ROHR REQUESTED	☐ DEVIATION ☒ VARIATION		
STANDARDS		☒ PROD. INFO.	REASON: TO CORRECT DRAWING ERRORS	-1 ASSY ONLY CHG. EFF.	
APPROVED D. C. Smith	6/14/7				

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE DIMS. INDICATED BELOW IN ZN A4

ASSY NO	DIM "A" ±.01	DIM "B"	DIM "X"	DIM "Y"
-81	3.070	~~3.120~~ 3.128	.030	.035
-83	3.050	~~3.120~~ 3.128	.035	.050
-85	~~3.000~~ 2.957	~~3.120~~ 3.128	~~.025~~ .050	.1250
-87	2.950	~~3.120~~ 3.128	.1250	.054
-89	3.820	~~3.905~~ 3.899	.064	.025
-91	~~4.190~~ 4.177	~~4.224~~ 4.231	.054	.000

☒ NO PARTS MADE - PART NUMBERS NOT CHANGED

| | | | | |

July 12, 1957

TRANSPORT DIVISION GRAPHIC AIDS WEEKLY REPORT

707

The following new and revised transparencies were released during the week ending June 27, 1957.

NEW

121-22-6	PB-20D Autopilot Rudder Control Circuit
121-23-1	Electronic Rack Electrical Cooling Circuit
121-21-40	Cabin Pressurization - Rate Control and Jet Pump Operation
121-73-10	Fuel Pressure Indicating System Schematic
121-21-39	Cabin Pressurization - Safety Relief Operation
121-77-1	Engine Pressure Ratio System Schematic
436-21-25	Pressurization System

REVISED

121-21-24	Rev B	Turbocompressor Operational Flow Diagram
121-22-1	Rev A	PB-20D Autopilot Power Supply
121-26-1	Rev C	Engine Fire Detector
138-21-25	Rev A	Pressurization System
121-21-25	Rev D	Pressurization System

The following Art Orders and Change Art Orders were received during the week ending June 27, 1957.

ART ORDERS

121-SP15	Selected 707 Systems Chart (2)
121-26-6	Engine Fire Switch Schematic

CHANGE ART ORDERS

121-82-1	Rev C	Engine Water Injection System
121-27-15	Rev A	Wing Flap System Schematic
121-82-3	Chg 1	Water Pump and Drain Valves
121-79-5	Chg 1	Engine Oil Tank
121-24-26	Chg 2	Radio and T-R Circuit Breaker Panel (P5)

During the week ending June 27, 1957 additional time was requested for incorporation of the following Master Changes on Graphic Aids Transparencies.

MC	HOURS
460-4	10
460-5	10
460-6	10
460-8	10
460-9	10
659-23	20
560-3	30

MC	HOURS
445-4	35
448	20
508-3	140
508-2	140
496-23	35
496-22	35
TOTAL --	505

707 STATUS

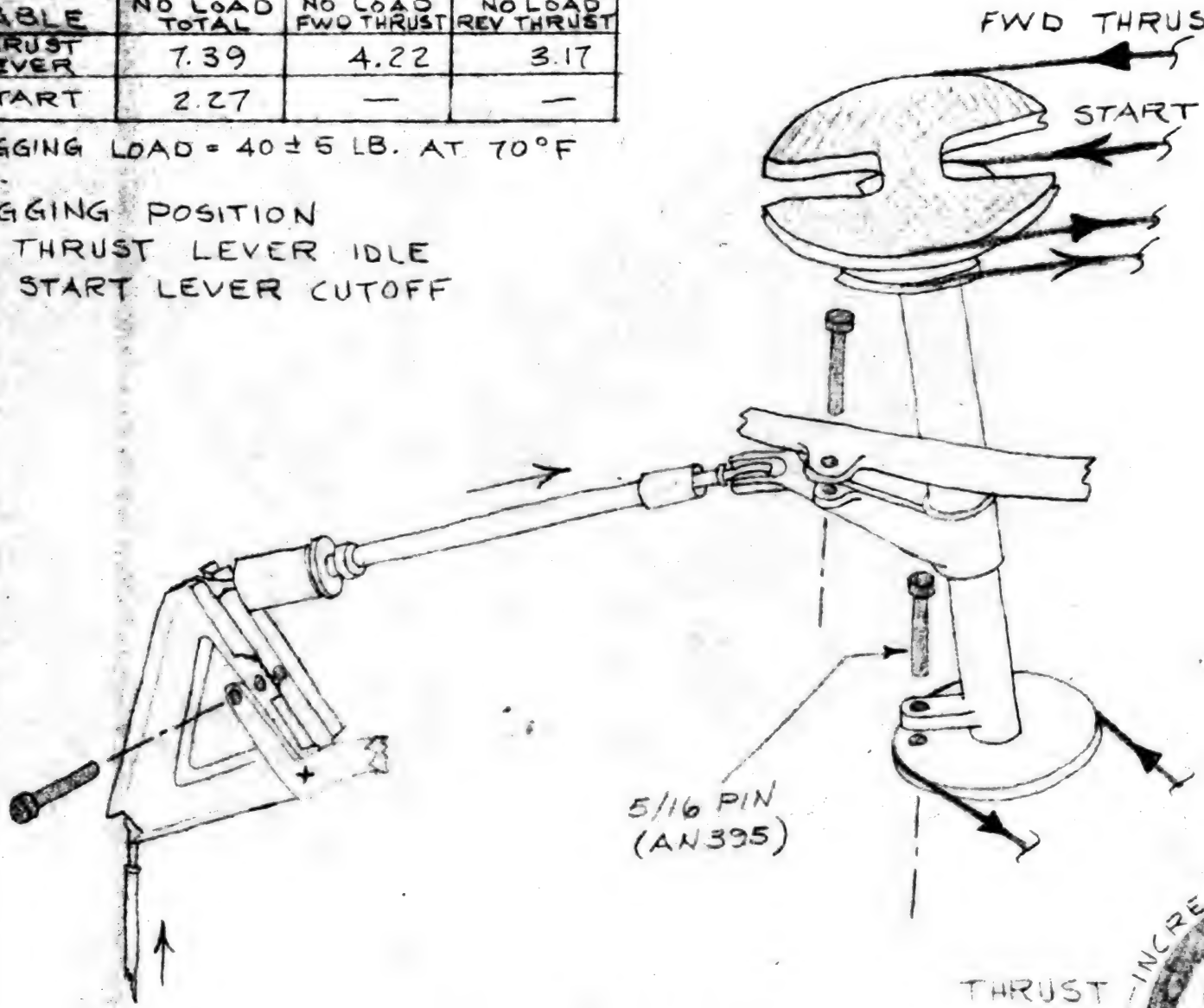
Backlog Status as Follows:	NUMBER	ESTIMATED HOURS TO COMPLETE
Art orders unassigned	14	840
Art orders in work	69	2070
Change A.O. unassigned	1	20
Change A.O. in work	5	50
Customer A.O. unassigned	2	100
Customer A.O. in work	13	260
Customer C.A.O. in work	1	10
		Total Hours - 3350

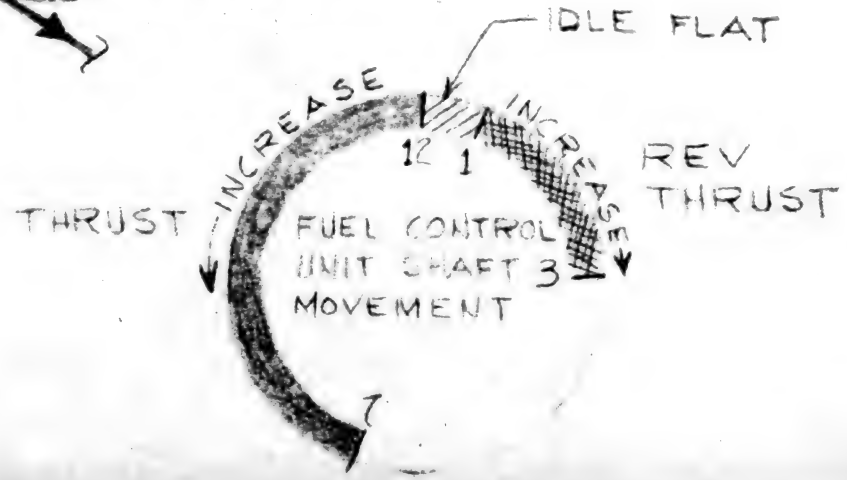
D. D. True
Graphic Aids Group

	CABLE TRAVEL		
CABLE	NO LOAD TOTAL	NO LOAD FWD THRUST	NO LOAD REV THRUST
THRUST LEVER	7.39	4.22	3.17
START	2.27	—	—

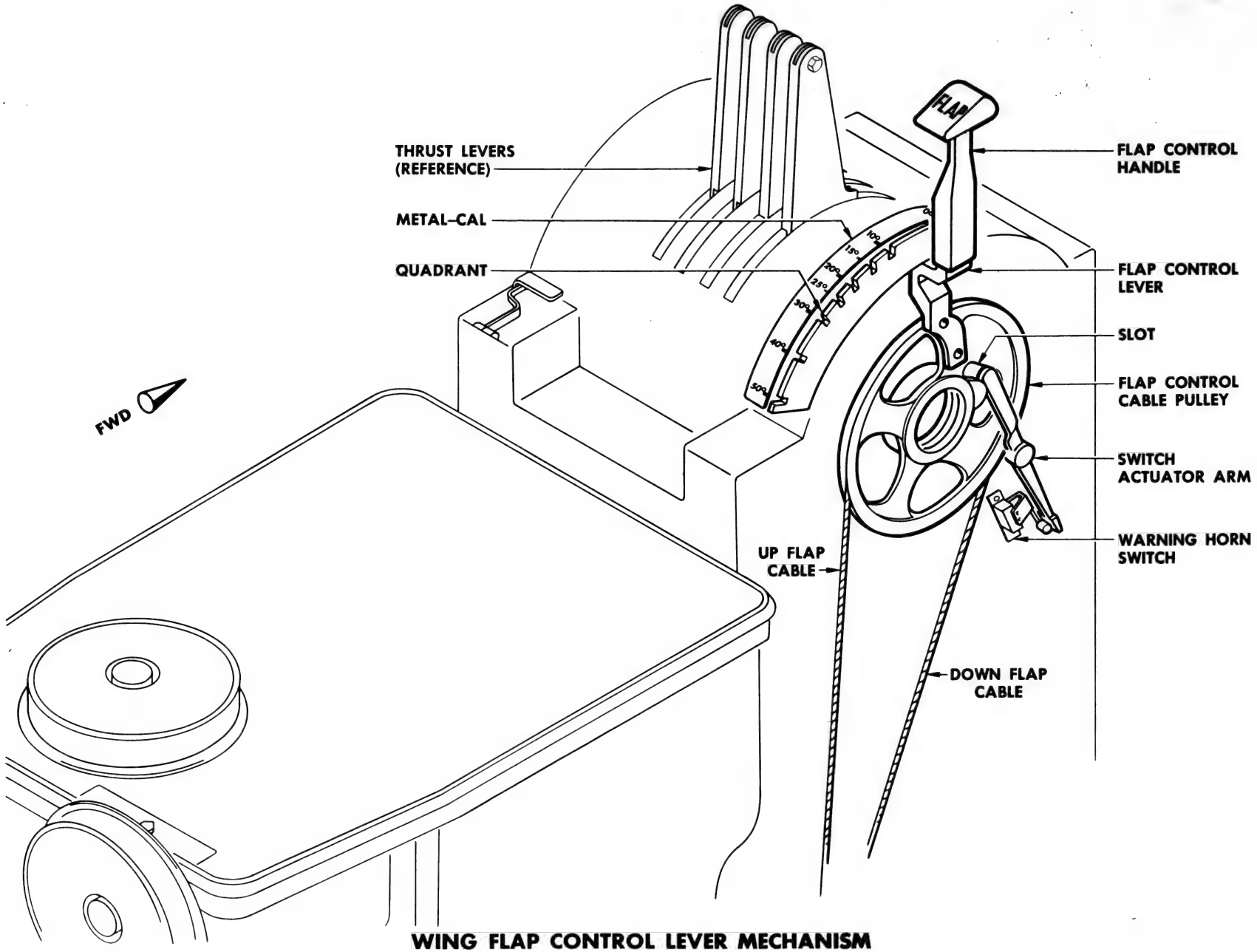
RIGGING LOAD = 40 ± 5 LB. AT 70°F

RIGGING POSITION
THRUST LEVER IDLE
START LEVER CUTOFF

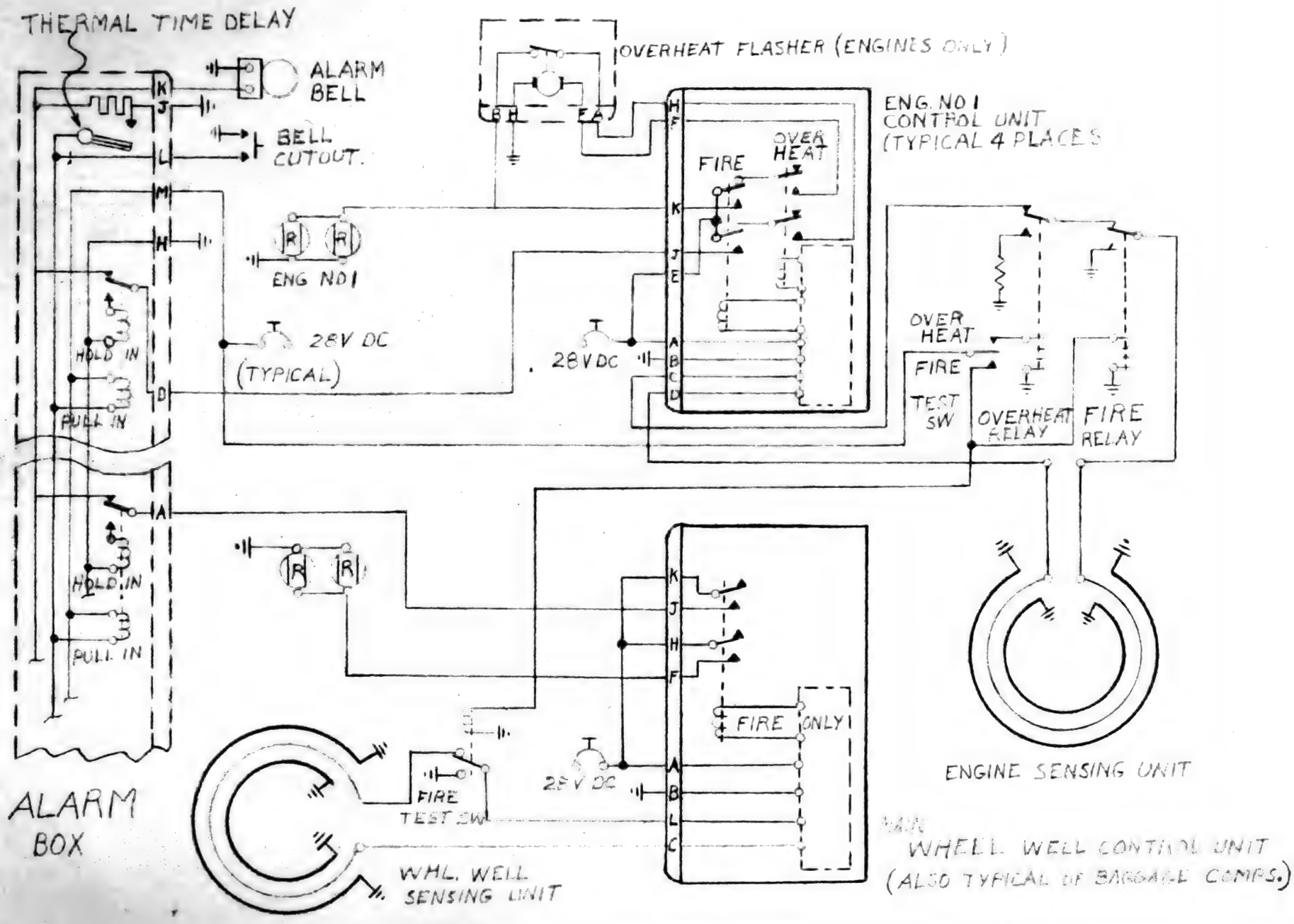




REF: DWG 50-8709



WING FLAP CONTROL LEVER MECHANISM



AIRPLANE FIRE DETECTION (SCHEMATIC)

July 12, 1957

TRANSPORT DIVISION GRAPHIC AIDS WEEKLY REPORT

707

The following new and revised transparencies were released during the week ending July 11, 1957.

NEW

121-31-8	Pilots' Instrument Panel - Center and Right Shield
121-25-14	Forward Lavatory Compartment
121-23-12	Audio Selector Panel - Microphone Switching
121-31-7	Pilots' Instrument Panel - Left
121-23-4	Essential Electronic and Radio Power Distribution
121-31-9	Pilots' Instrument Panel - Right
707-138	Page 21 - Fuel Tank Arrangement
707-138	Page 29 - Pressurization System
138-82-4	Engine Driven Water Injection Pump
123-21-8	Vapor Cycle System Installation
121-23-13	Interphone Amplifier - Telephonics 20035
121-22-4	PB-20D Autopilot Elevator Control Circuit I
121-82-3	Water Pump and Valve Details
123-28-27	Pressure Fueling Station
120-26-5	Engine Fire Extinguishing System
121-25-9	Cargo Webbing

REVISED

121-82-1	Rev C	Engine Water Injection System
121-32-14	Rev A	Main Landing Gear Actuator Schematic
121-35-1	Rev B	Oxygen System

The following Art Orders and Change Art Orders were received during the week ending July 11, 1957.

120-34-10	Bendix Flight Director System -2
120-34-11	Bendix Flight Director System -3
120-34-12	Bendix Flight Director System -4
120-34-13	Bendix Flight Director System -5
120-34-14	Bendix Flight Director System -6
120-34-15	Bendix Flight Director System -7
328-25-5	Interior Arrangement
328-SP-16	Cover Page (Front) Air France Brochure
329-SP-16	Cover Page (Front) Sabena Brochure
328-SP-17	Back Cover Page - Air France Brochure
329-SP-17	Back Cover Page - Sabena Brochure
328-6-1	Principal Dimensions-AF Brochure
329-6-1	Principal Dimensions-Sabena Brochure
328-25-5	Interior Arrangement-AF Brochure
329-25-5	Interior Arrangement-Sabena Brochure
328-25-6	Control Cabin Arrangement-AF Brochure
329-25-6	Control Cabin Arrangement-Sabena Brochure
328-51-1	Section Breakdown AF Brochure
329-51-1	Section Breakdown Sabena Brochure
138-91-1	Typical Flight Profile Sydney to Nadi (Brochure)
121-25-30	Passenger Service Unit
121-25-31	Passenger Service Unit Details

CHANGE ART ORDERS

121-24-24	Rev B	115V AC Circuit Breaker Panel No. 3(P3)
121-24-22	Rev A	28V Service and 115V AC Circuit Breaker Panel No. 1 (P1)
121-28-8	Rev A	Fuel Tank Removable Component Seals
121-24-23	Chg 1	115V AC Circuit Breaker Panel No. 2 (P2)
121-24-25	Chg 1	115V AC Circuit Breaker Panel No. 4 (P4)
121-24-27	Chg 1	Essential 28V Circuit Breaker Panel (P6)
121-24-28	Chg 1	28V AC Circuit Breaker Panel (P7)

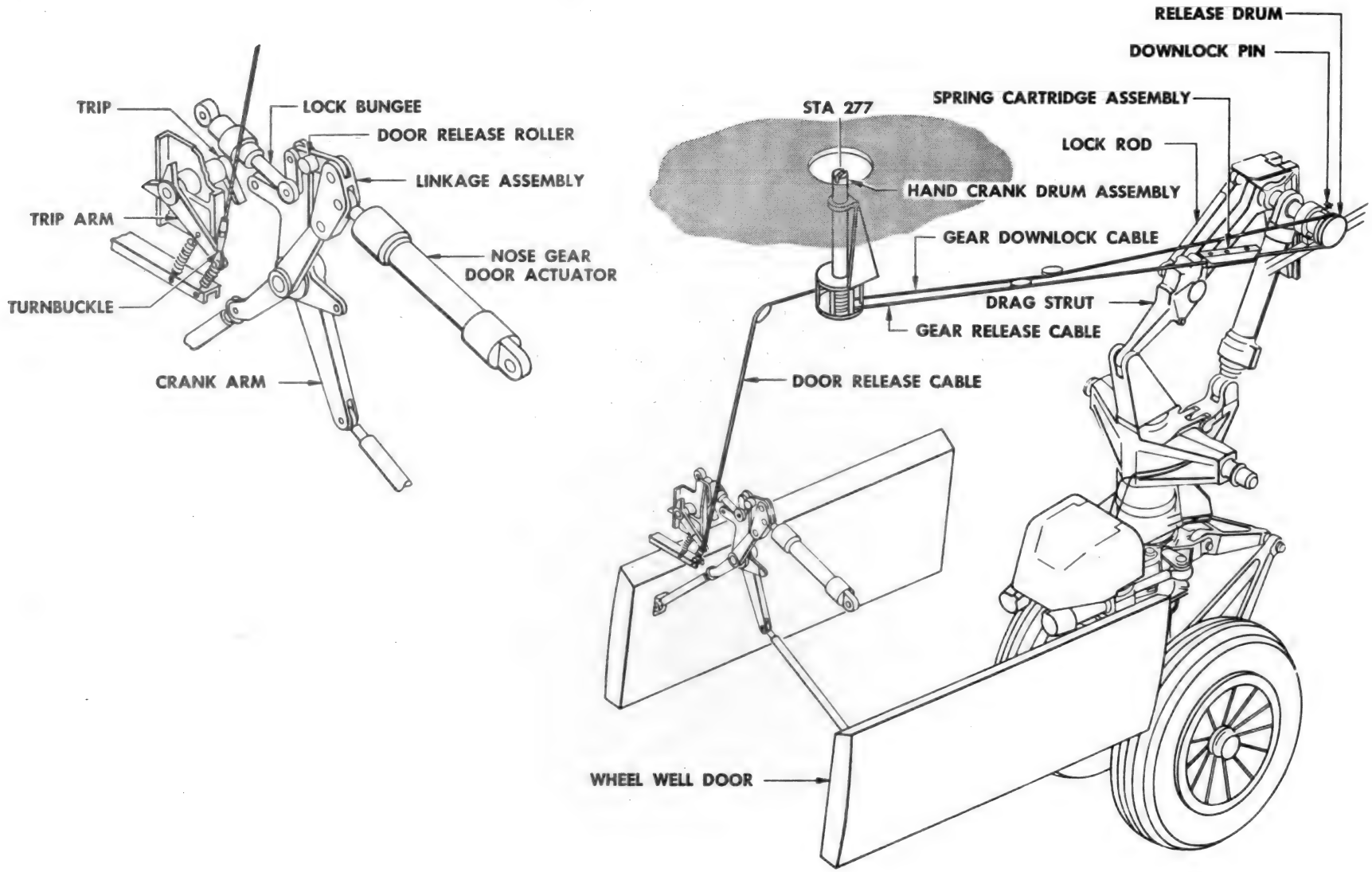
During the week ending July 11, 1957 additional time was requested for incorporation of the following Master Changes on Graphic Aids transparencies.

MC	HOURS
733	20
517-3	55
264-1	20
496-7	215
TOTAL ----	310

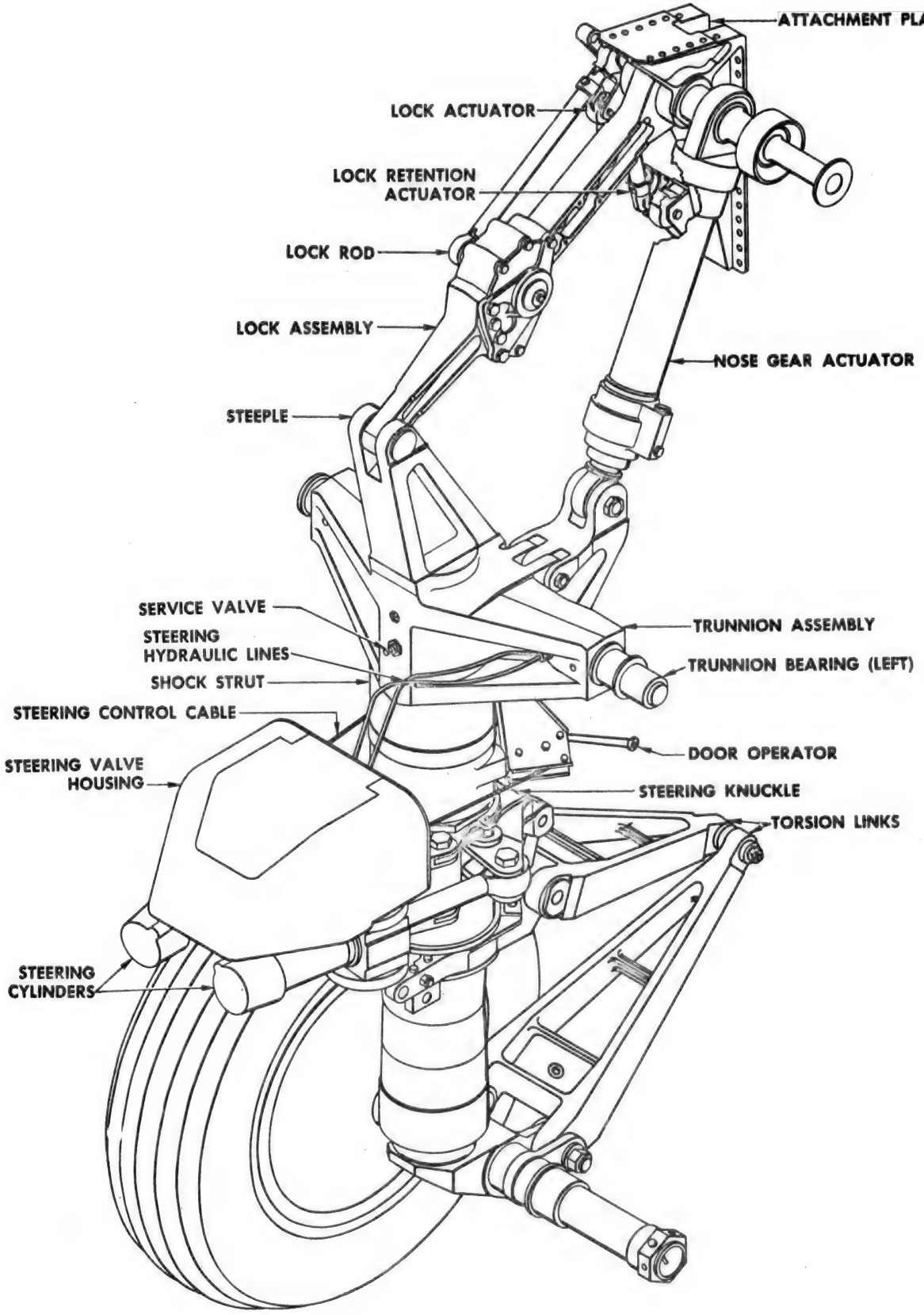
707 STATUS

Backlog Status as Follows:	NUMBER	ESTIMATED HOURS TO COMPLETE
Art orders unassigned	9	540
Art orders in work	70	2100
Change A.O. unassigned	1	20
Change A.O. in work	7	70
Customer A.O. unassigned	8	240
Customer A.O. in work	22	440
Customer C.A.O. in work	1	10
	Total Hours -	3420

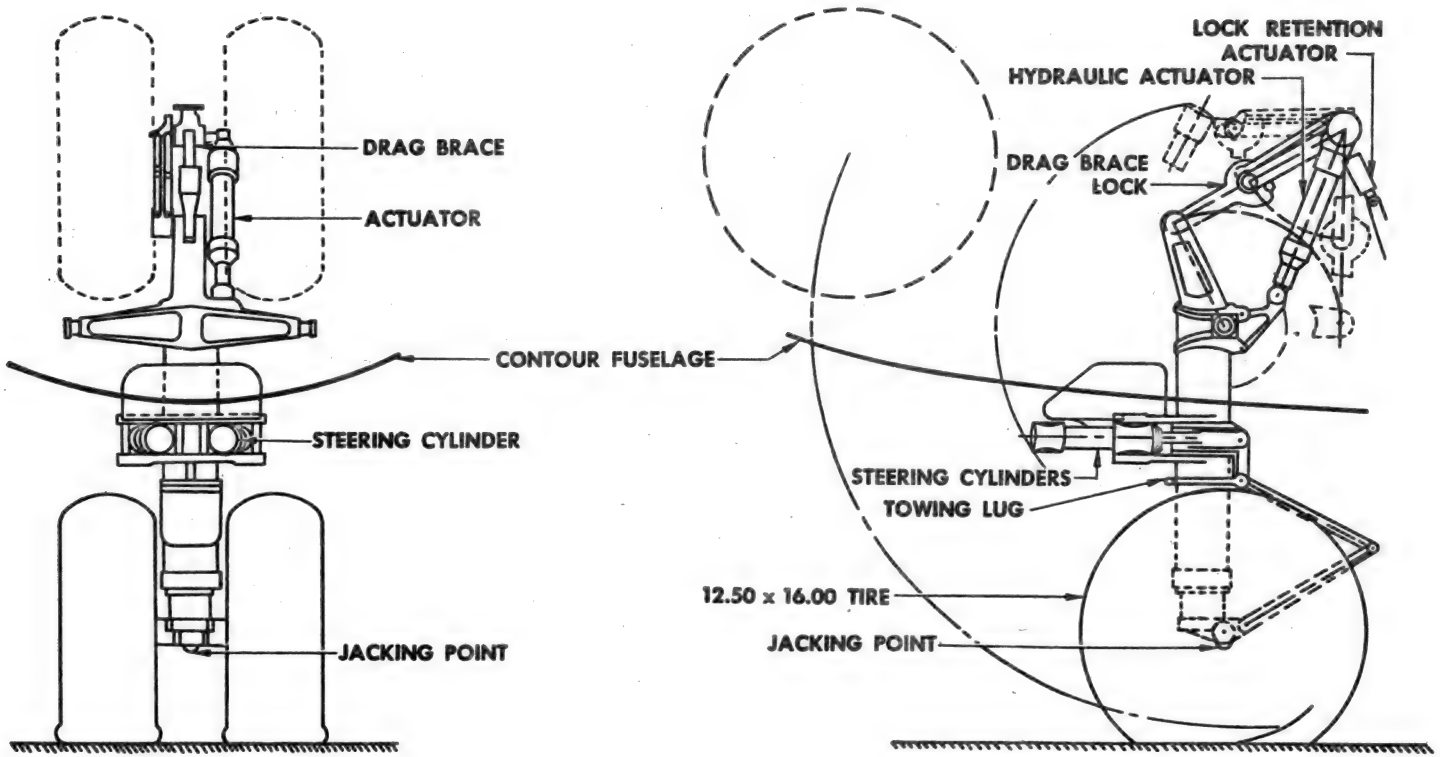
D. D. True
Graphic Aids Group



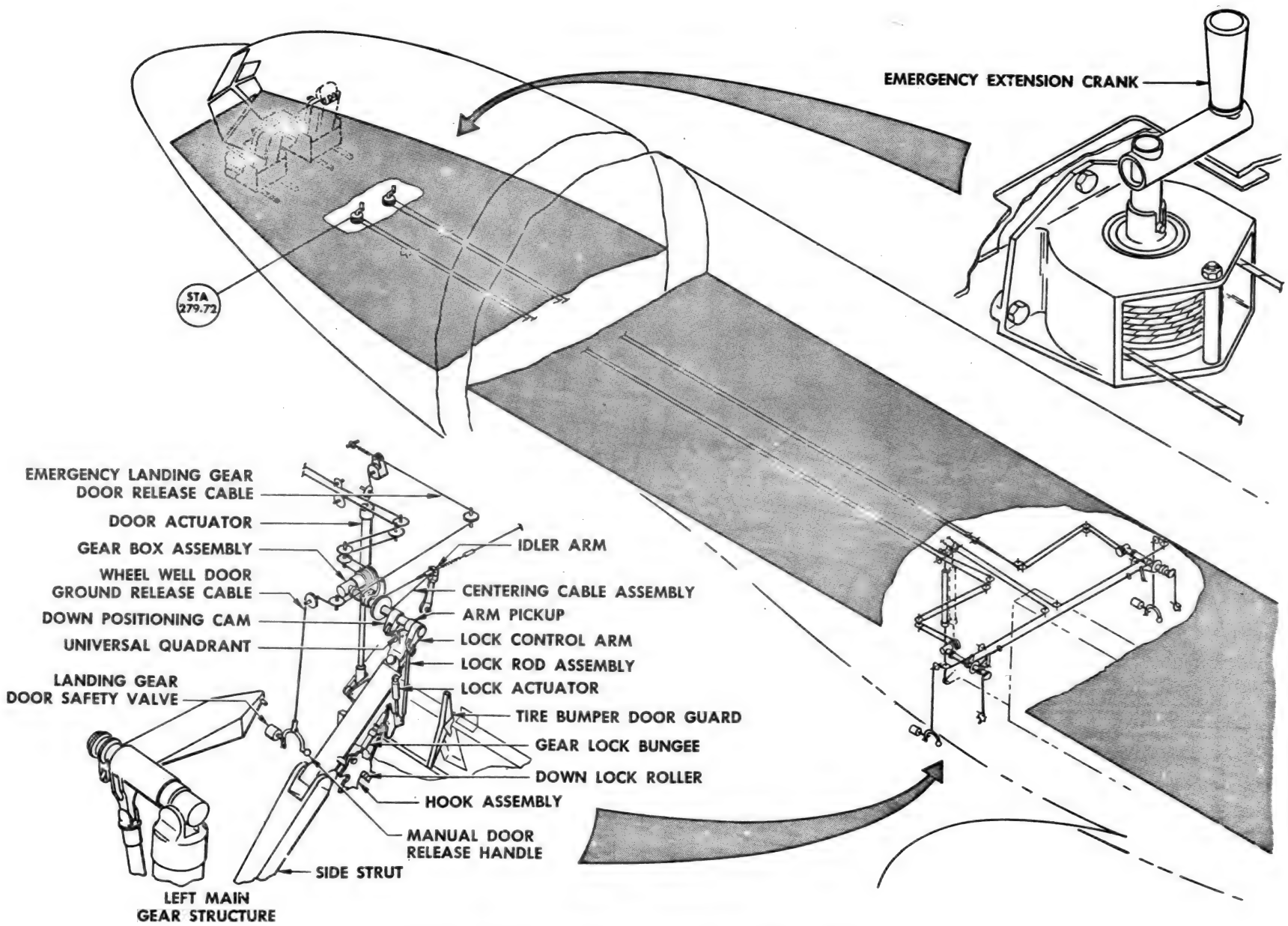
EMERGENCY NOSE GEAR AND DOOR RELEASE



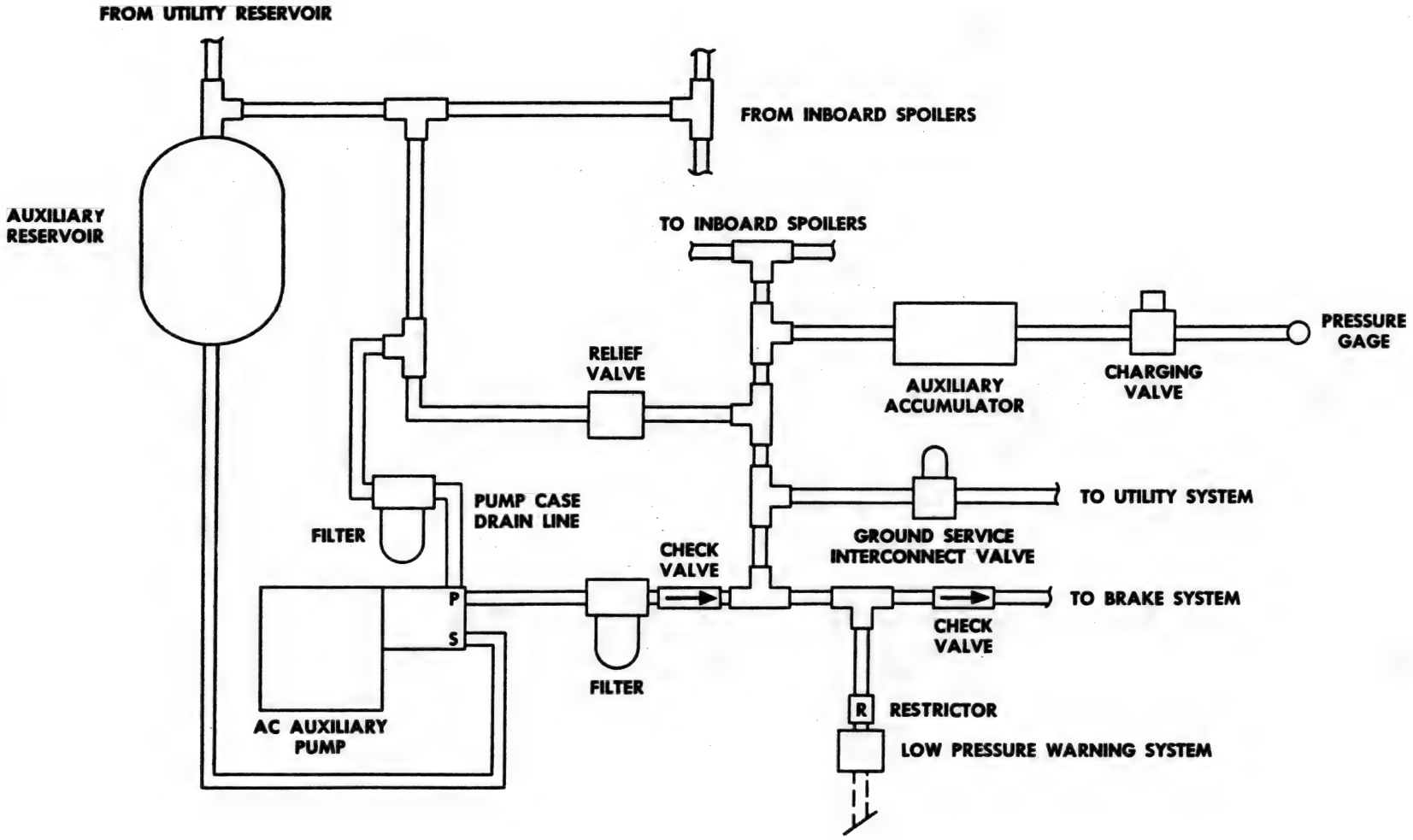
NOSE GEAR STRUCTURE


DRAG BRACE
ACTUATOR
CONTOUR FUSELAGE
STEERING CYLINDER
JACKING POINT
FRONT VIEW
LOCK RETENTION ACTUATOR
HYDRAULIC ACTUATOR
DRAG BRACE LOCK
STEERING CYLINDERS
TOWING LUG
12.50 x 16.00 TIRE
JACKING POINT
LEFT SIDE VIEW

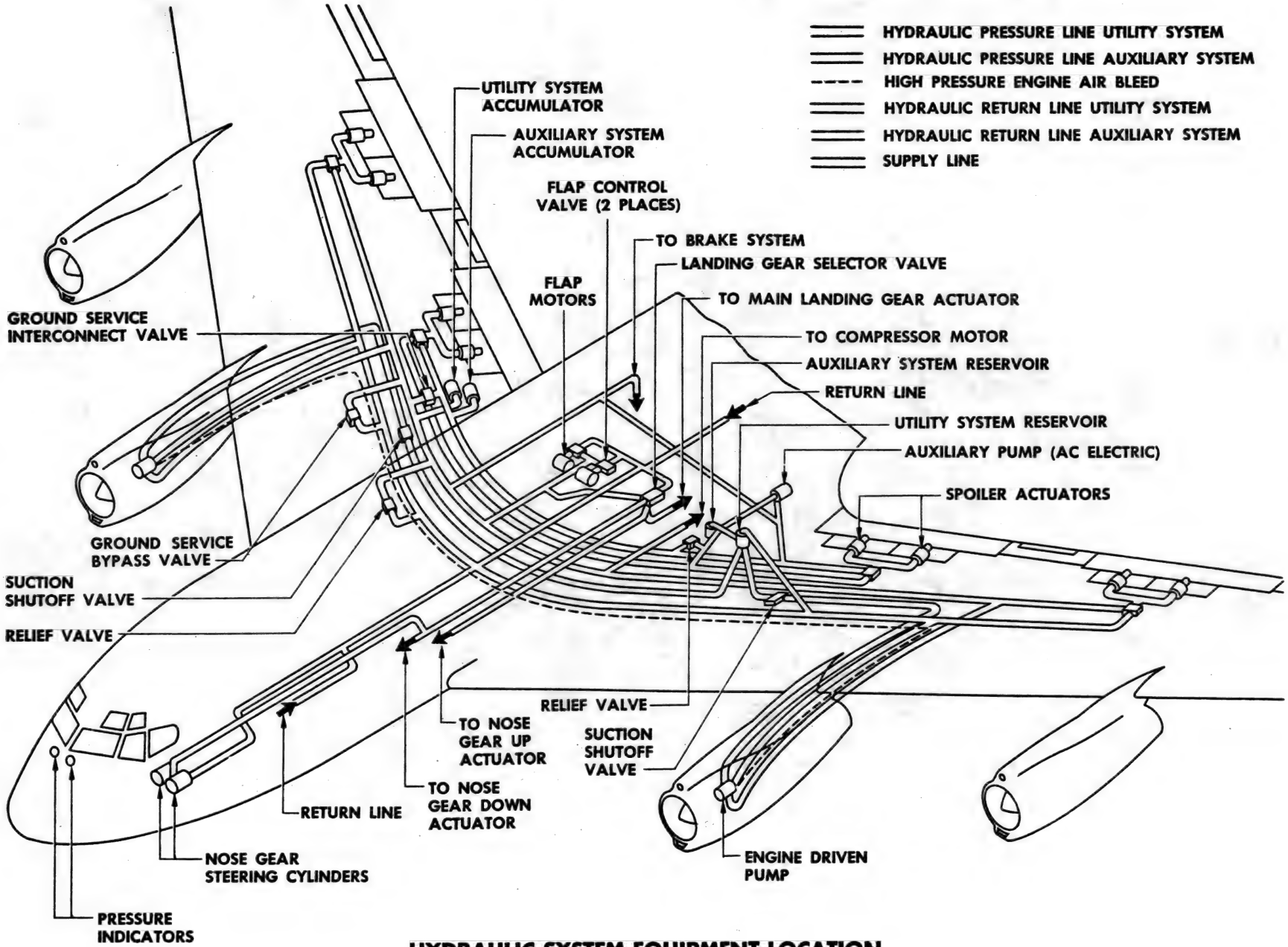
NOSE GEAR



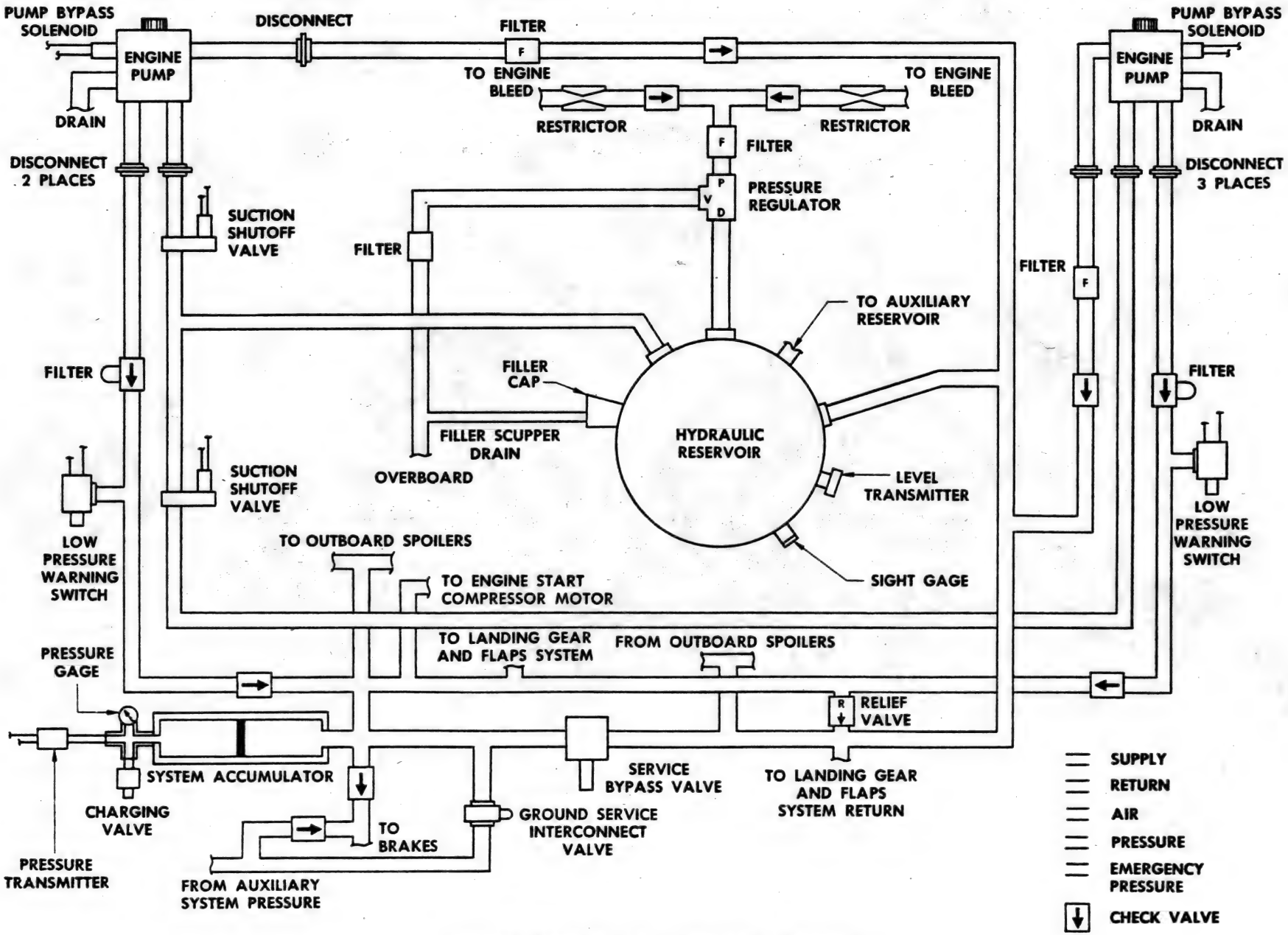
MAIN GEAR EMERGENCY EXTENSION SYSTEM



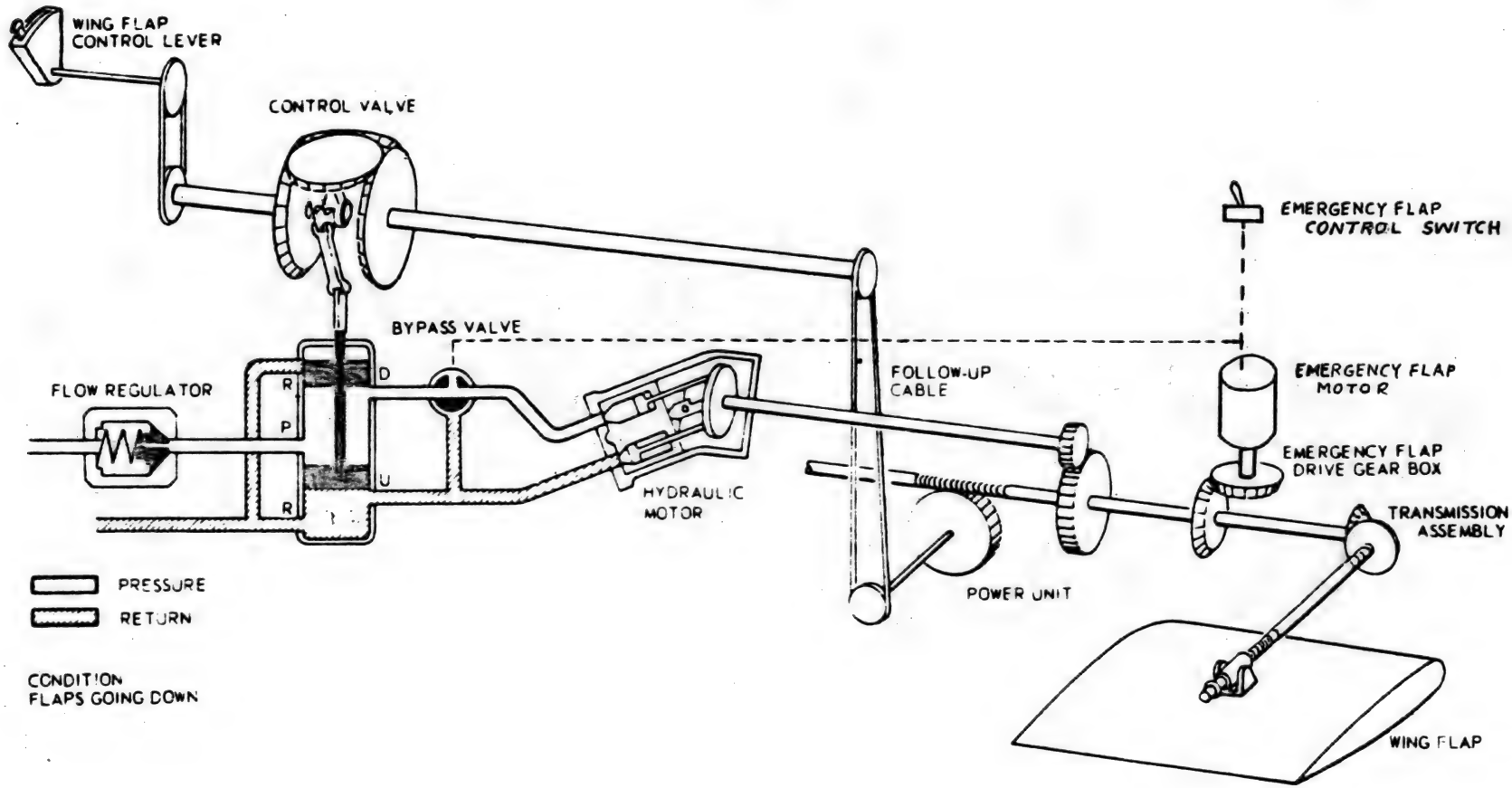
AUXILIARY HYDRAULIC PRESSURE SYSTEM



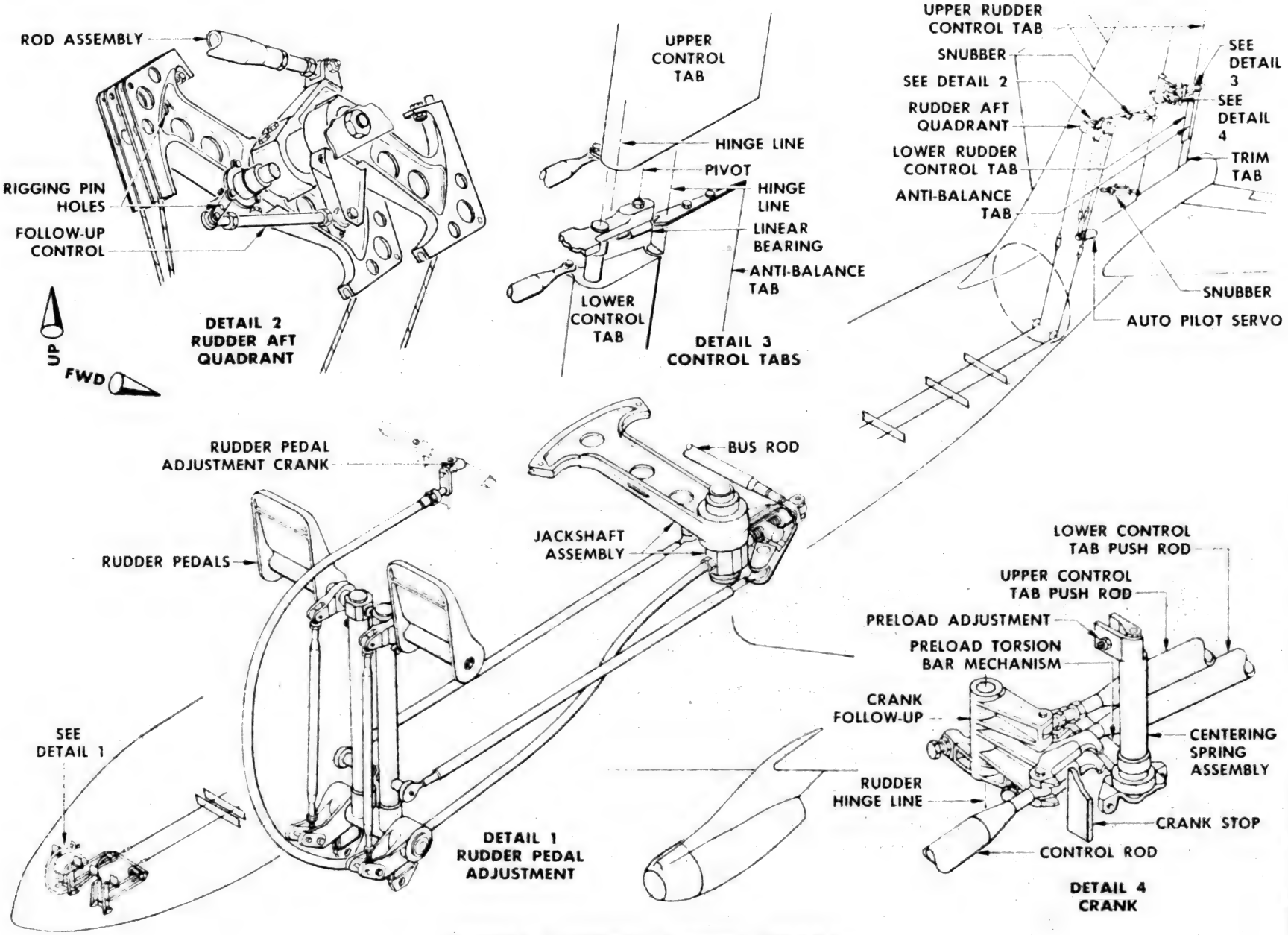
HYDRAULIC SYSTEM EQUIPMENT LOCATION



UTILITY HYDRAULIC PRESSURE SYSTEM



Wing Flap System Schematic



RUDDER CONTROL SYSTEM DETAILS

6-7-57 IT NOT PROCESS

MODEL 707		7-30-57 WG. REC. CLK.	BOEING AIRPLANE COMPANY
R. MATTESON DRAFTED	DBY	7-30-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTO		B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/10/57	ROHR 4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E Burkard	6/10/57	P PROD. INFO.	TO INSURE POSITIVE LOCATION OF
APPROVED J Hodgson	6/12/57		REASON: IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)

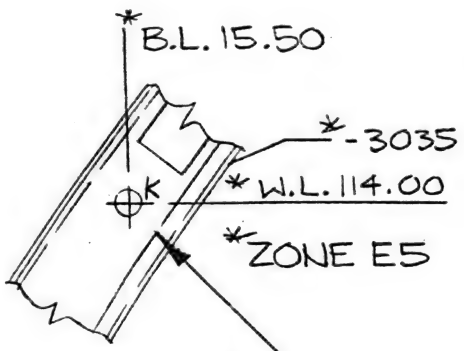
ISSUE NO.	DWG. TITLE		
PRR 10087	COWL PANEL ASSY L.H. SIDE ENGINE NACELLE		
CHG. NO.	ADCN	DRAWING NO.	SHT.
SEC. NO. 71	R1-3	5-85637	100
1 THRU 199			
301 THRU 1999 CHG. EFF.			

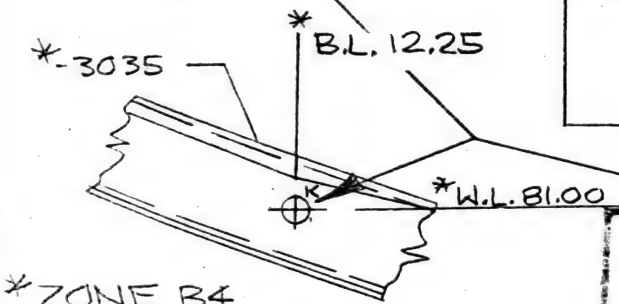
ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

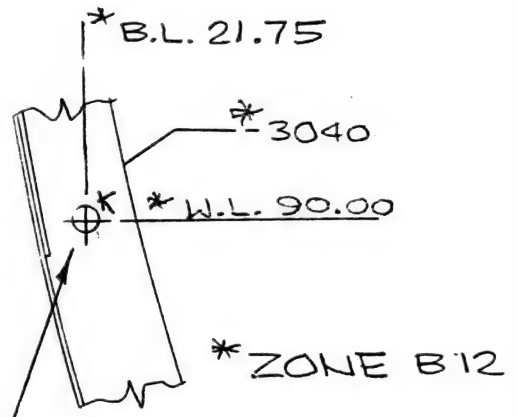
ADD COORDINATING HOLES AS SHOWN BELOW:

THIS CHG. INCOMPLETE WITHOUT ADCN	SHT	DWG.
R1-2	1A	5-85637
R1-1	3A	
R1-2	3A	
R1-2	4A	
R1-3	4A	
R1-4	4A	
R1-1	100	
R1-2	100	5-85637

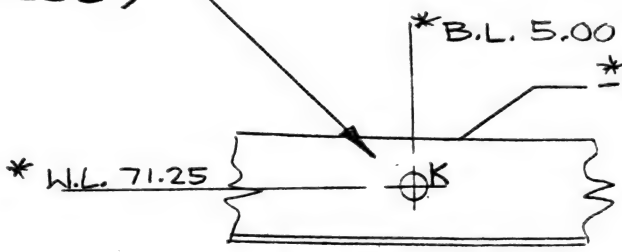




*ADCN REF.



*(ADD COORDINATING HOLES)



☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC M.C. ☑ 707

CHECKED	Blakeslee	7/24/57
CHECKED		
APPROVED	JE Larson	7/25/57

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN R1-11 S/S ON 5-85637

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

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MAIN LANDING GEAR LH AND RH	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D 6-1539 DATE LAST REVISION ____ DATE APPROVED ____

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
1	Wheel Bearings	R	MIL-L-3545	Hand Pack	8	At tire change	Clean axle and bearing of old grease. Repack bearing and grease bearing cup only. Apply no grease to hub. (Drawing 50-5530)
2	Exposed inner cylinder piston surface	SS	MIL-O-5606	Noted	-	Post Flight	Wipe clean and apply a light film of oil.
3	Truck Pivot	P	MIL-G-3278	Gun	2	#1	1 zerk fitting on each side of inner cyl. fork (Drawing 50-9710)
4	Torsion Links	P	MIL-G-3278	Gun	6	#1	3 zerk fittings on each link (Upper and lower)(Drawing 50-9723)
5	Centering Cylinder Assy	P	MIL-G-3278	Gun	2	#1	Zerk fitting in end of each attaching bolt. (Drawing 50-9760)
6	Snubber Assembly	P	MIL-G-3278	Gun	2	#1	Zerk fitting in end of each attaching bolt. (Drawing 50-9760)
7	Brake Collar	P	MIL-G-3278	Gun	6	#1	2 zerk fittings in each set collar (Drawing 90-8658)

ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 4 OF ___ PAGES MFGRS. NO. D 6-1539 DATE LAST REVISION ___ DATE APPROVED ___
MAIN LANDING GEAR LH AND RH	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
22	Crank Assembly Lock	P	MIL-G-3278	Gun	1	#1	Zerk Fitting (Drawing 9-63252)
23	Link Assembly, Crank to hook connecting link	ND	MIL-G-3278	Gun	2	#1	Flush Type (Drawing 6-73382)
24	Hook Assembly Support structure	P	MIL-G-3278	Gun	2	#1	Zerk Fitting (Drawing 5-85682) for lubrication at hook pivot point.
25	Bungee, lock	SS	MIL-G-3278	Gun	2	#1	Flush Type (Drawing 66-4092)

ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 7 OF ___ PAGES
NOSE LANDING GEAR	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D6-1539 DATE LAST REVISION ____ DATE APPROVED ____

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
1	Wheel Bearings	R	MIL-G-2545	Hand Pack	4	At tire change	Clean axle and bearing of old grease. Repack bearing and grease bearing cup surface only. Apply no grease to hub. (50-5531).
2	Exposed inner cylinder piston surface	SS	MIL-O-5606	Noted	-	Post Flight	Wipe clean and apply a light film of oil. Drawing (5-83069 Sht. 1A)
3	Lock Assembly (Drag brace & lock rod)	P	MIL-G-3278	Gun	6	#1	5 exposed flush type fittings and 1 flush type inside of drag brace accesible only by removing plug in side plate (Drawing 65-4829).
4	Oleo to drag brace	P	MIL-G-3278	Gun	2	#1	2 zerk fittings in steeple of outer cylinder (Dwg. 65-4854).
5	Torsion Links	P	MIL-G-3278	Gun	4	#1	3 zerk fittings on lower link and 1 on upper link.(Drawing 5-72334).
6	Connecting Link towing and steering, nose gear	P	MIL-G-3278	Gun	1	#1	Flush fitting (Drawing 90-5288)

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CONTROL SYSTEM AILERON - OUTBD	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D6-1539 DATE LAST REVISION ____ DATE APPROVED ____

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
11	Bevel Gear Shaft Brg.	B	MIL-O-5606	Oil Bath	1 LH 1 RH	Overhaul	Used in oil filled box. (Dwg. 5-87199)
12	Bevel Gear Brg.	BD	MIL-O-5606	Oil Bath	1 LH 1 RH	Overhaul	Used in oil filled box. (Dwg. 5-87199)
13	Lockout Mech. Gearbox	SS	MIL-O-5606	Can	1 LH 1 RH	Overhaul	Maintain oil level at fill plug. (Dwg. 5-87199)
14	Torque Tube Splined Joints	SS	MIL-G-3278	Hand	2 LH 2 RH	Overhaul	Clean & lubricate all splined joints. Wipe off excess. (Dwg. 9-49684)
15	Lockout Mech. U-Joints	--	MIL-L-7870	Hand	1 LH 1 RH	Overhaul	Apply a light coat of lubricant (Dwg. 6-72441)
16	Bevel Gear Splined Joints	SS	MIL-G-3278	Hand	1 LH 1 RH	Overhaul	Clean & lubricate all splined joints. Wipe off excess. (Dwg. 5-87199)
17	Brg. Retainer	--	MIL-G-4343	Hand	1 LH 1 RH	Overhaul	Light coat prior to instl. (Dwg. 6-72442)
18	Seal Plate	--	MIL-G-4343	Hand	1 LH 1 RH	Overhaul	Light coat prior to instl. (Dwg. 9-61767)
19	Cables, Pulleys & Pres. Seals						Refer to Page 11

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CONTROL SYSTEM RUDDER TRIM (50-8706)	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D 6-1539 DATE LAST REVISION ____ DATE APPROVED ____

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
1	Brake Mechanism	-	MIL-G-3278	Hand	1	Overhaul	Disassemble, wipe clean & grease plate teeth rachet plunger, spring & saturate felt washer with grease. Avoid getting lubri. on brake surfaces. (Dwg. 9-48057.)
2	Act. Support Brgs. (In Hsng.)	B	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 50-6294.)
3	Cable Drum Brg	B	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 60-2873.)
4	Brake Plate Brg.	B	MIL-G-3278	Prepacked	3	None	Prepacked Brg. (Dwg. 50-6294.)
5	Rudder Trim Rod End Brg.	BD	MIL-G-3278	Prepacked	3	None	Prepacked Brg. (Dwg. 9-67646-6, 9-48057.)
6	Linkage Arm Brgs.	B	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 50-6311 on 5-97693.)
7	Actator Screw	BS	MIL-G-3278	Hand	1	#4	Wipe clean apply light coat of grease, operate one cycle & wipe off excess (Dwg. 50-6294.)
8	Cables, Pulleys & Press. Seals						Refer to Page 11.
9	Tab Damper Crank Brg.	B	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 69-5752.)

ITEM OR COMPONENT CONTROL SYSTEM SPOILER - INBOARD (50-8701)	DETAIL LUBRICATION LIST FOR 707 AIRPLANES BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	PAGE NO. 32 OF ___ PAGES MFGRS. NO. D 6-1539 DATE LAST REVISION 1/1/58 DATE APPROVED _____

	ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
	1	Follow-up Crank Brgs	B	MIL-G-3278	Prepacked	2 LH 2 RH	None	Prepacked Brg. (Dwg. 5-97095, 60-2739).
	2	Differential Support Arm Brgs.	B	MIL-G-3278	Prepacked	4 LH 4 RH	None	Prepacked Brg. (Dwg. 5-97628).
	3	Spring Cartridge Rod End Brg.	BD	MIL-G-3278	Prepacked	2 LH 2 RH	None	Prepacked Brg. (Dwg. 90-2906).
	4	Spring Cartridge	SS	MIL-G-3278	Hand	1 LH 1 RH	Overhaul	Disassemble, wipe clean and grease control rod & ID of casing (Dwg. 90-2906).
	5	Valve Crank Arm Brg	B	MIL-G-3278	Prepacked	3 LH 3 RH	None	Prepacked Brg. (Dwg. 90-1512.)
	6	Valve Spring Swivel Bushing	SS	MIL-L-7870	Can	1 LH 1 RH	#4	Apply few drops (Dwg. 30-3551).
	7	Linkage Rod End Brg	BD	MIL-G-3278	Prepacked	8 LH 8 RH	None	Prepacked Brgs. (Dwg. 5-98321, 5-97095, 5-98319.)
	8	Cables, Pulleys & Pressure Seals						Refer to Page 11.
R	9	Control Valve Inbd	B	MIL-G-3278	Prepacked	2 LH 2 RH	None	Prepacked Brgs. (Dwg. 50-6875.)
			B	MIL-O-5606 or Skydrol "500" (as Applicable)	Can	1 LH 1 RH	Overhaul	With slide in any position, fill gear box to level .75 ± .10 in. below surface of vent plug boss. Refill if level drops 1.25 in. below boss. (Dwg. 65-7018, 50-6875, 5-98319).

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CONTROL SYSTEM SPOILER - OUTBD (50-8701)	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D 6-1539 DATE LAST REVISION 11-18-57 DATE APPROVED ___

	ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
	1	Spring Cartridge Rod End Brg.	BD	MIL-G-3278	Prepacked	2 LH 2 RH	None	Prepacked Brgs. (Dwg. 90-2906).
	2	Spring Cartridge	SS	MIL-G-3278	Hand	1 LH 1 RH	Overhaul	Disassemble, wipe clean & grease control rod and ID of casing (Dwg. 90-2906).
	3	Valve Crank Arm Brgs	B	MIL-G-3278	Prepacked	3 LH 3 RH	None	Prepacked Brgs. (Dwg. 90-1512, 5-98386).
	4	Valve Spring Swivel Brg.	SS	MIL-L-7870	Can	1 LH 1 RH	#4	Apply few drops (Dwg. 30-3551).
	5	Diff. Support Arm Brgs.	B	MIL-G-3278	Prepacked	4 LH 4 RH	None	Prepacked Brgs. (Dwg. 6-84607, 5-98304).
	6	Linkage Rod End Brgs	BD	MIL-G-3278	Prepacked	9 LH 9 RH	None	Prepacked Brgs. (Dwg. 50-1514, 5-98304).
	7	Idler Arm Brgs.	B	MIL-G-3278	Prepacked	2 LH 2 RH	None	Prepacked Brgs. (Dwg. 9-67067).
	8	Follow-up Arm Brgs.	B	MIL-G-3278	Prepacked	2 LH 2 RH	None	Prepacked Brgs. (Dwg. 9-67511, 50-1514).
	9	Cables, Pulleys & Pressure Seals						Refer to Page 11.
R	10=	Control Valve Outbd	B	MIL-O-5606 or Skydrol "500" (As Applicable)	Can	1 LH 1 RH	Overhaul	With slide in any position, fill gear box to level .75 ± .10 in. below surface of vent plug boss. Refill if level drops 1.25 in. below boss. (Dwg. 50-6875, 65-7018, 5-98386).
			B	MIL-G-3278	Prepacked	2 LH 2 RH	None	

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ENGINE CONTROL SYSTEM (50-8709)	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D6-1539 DATE LAST REVISION ___ DATE APPROVED ___

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
1	Engine Start Shaft Brgs.	B	MIL-G-3278	Prepacked	8 (2/eng.)	None	Prepacked Brgs. (Dwg. 65-2318, 65-2445).
2	Eng. Throttle Control Shaft Brgs.	B	MIL-G-3278	Prepacked	8 (2/eng.)	None	Prepacked Brgs. (Dwg. 65-2318, 65-2445.)
3	Fuel Shutoff Valve Rod End Brgs.	BD	MIL-G-3278	Prepacked	8 (2/eng.)	None	Prepacked Brgs. (Dwg. 65-6416.)
4	Eng. Start Control Rod End Brgs.	BD	MIL-G-3278	Prepacked	16 (4/eng.)	None	Prepacked Brgs. (Dwg. 69-2944, 60-2943, 69-2942.)
5	Switch Reset Cam Brg.	B	MIL-G-3278	Prepacked		None	Prepacked Brgs. (Dwg. 65-2173).
6	Switch Reset Cam	SS	Dry Film	-		None	No lubrication necessary. (Dwg. 65-2173)
7	Thrust Reverser Control Shaft Brgs.	B	MIL-G-3545	Hand	8 (2/eng.)	None	Remove seals, clean & repack (Dwg. 65-2942, 65- 2867.)
8	Eng. Start Control Rod Brg.	BD	MIL-G-3278	Prepacked	4	None	Prepacked Brgs. (Dwg. 69-2943.)
9	Eng. Throttle Contrl. Drum Brg.	B	MIL-G-3278	Prepacked	4	None	Prepacked Brgs. (Dwg. 65-2868.)
10	Eng. Throttle Control Pulley Brgs.	B	MIL-G-3278	Prepacked	8	None	Prepacked Brgs. (Dwg. 69-2594.)

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CONTROL SYSTEM WING FLAP	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D6-1539 DATE LAST REVISION 11-18-57 DATE APPROVED 1/7/58

	ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
	1	Valve Support Brgs	B	MIL-G-3278	Prepacked	2 LH 2 RH	None	Prepacked Brgs. (Dwg. 5-97267.)
	2	Cable Drum Crank Brgs	B	MIL-G-3278	Prepacked	2 RH only	None	Prepacked Brgs (Dwg. 5-95874 on 65-6889).
	3	Linkage Rod End Brgs	BD	MIL-G-3278	Prepacked	4	None	Prepacked Brgs. (Dwg. 5-97267).
	4	Flap Position Transmitter Arm Brg.	B	MIL-G-3278	Prepacked	1 LH only	None	Prepacked Brg. (Dwg. 66-3515 on 5-97267).
	5	Cable Pulleys & Pressure Seals						Refer to page 11.
R	6	Flap Control Valves	B	MIL-O-5606 or Skydrol 500 (As Applicable)	Can	2	overhaul	With slide in any position, fill gear box to level .75 ± .10 in. below surface of vent plug boss. Refill if level drops 1.25 in. below boss. (Dwg. 50-6875, 5-97267).

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ITEM OR COMPONENT

CONTROL SYSTEM FLAP DRIVE
(50-8708)

DETAIL LUBRICATION LIST FOR 707 AIRPLANES

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

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DATE APPROVED _____

	ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
R	1	Power Unit Brgs	B	MIL-O-5606	Oil Bath	6/unit	Overhaul	Used in oil filled box (1 unit LH, 1 unit RH) (Dwg. 5-88130).
R	2	Power Unit	SS	MIL-O-5606	Oil Bath	1 LH 1 RH	#4	Check oil level and fill to oil level limits indicated.(Dwg. 5-88130).
	3	Ball Screw Transmission	SS	MIL-O-5606	Oil Bath	5 LH 5 RH	#4	Maintain oil level with fill plug (Dwg. 5-84049).
	4	Ball Screw Transmission Brgs	B	MIL-O-5606	Oil Bath	5/unit		Used in oil filled box (1 unit LH 1 unit RH)(Dwg. 5-84049.)
	5	Ball Screw	SS	MIL-L-7870	Brush	5 LH 5 RH	#4	Wipe clean, apply light film of oil, operate one cycle and wipe off excess (Dwg. 5-84049).
	6	Fillet Flap Trans. Support Bushings	P	MIL-G-3278	Gun	2 LH 2 RH	#4	Flush Fitting (1 fitting per bushing) (Dwg. 5-97896).
	7	Fillet Flap Ball Screw Trunnion Supp. Bushings	P	MIL-G-3278	Gun	2 LH 2 RH	#4	Flush fitting (1 fitting per bushing)(Dwg. 5-84049).
	8	Flap Transm. Supp. Bushings	P	MIL-G-3278	Gun	8 LH 8 RH	#4	Flush fitting (1 fitting per bushing)(Dwg. 5-84049).

ITEM OR COMPONENT CONTROL SYSTEM FLAP DRIVE (50-8708)	DETAIL LUBRICATION LIST FOR 707 AIRPLANES BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON						PAGE NO. 48 OF ___ PAGES MFGRS. NO. D 6-1539 DATE LAST REVISION ___ DATE APPROVED ___
ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
9	Flap ball screw trunnion support bushings	P	MIL-G-3278	Gun	8 LH 8 RH	#4	Flush Fitting (Dwg. 5-84049).
10	Fillet flap takeoff gearbox brgs.	B	MIL-O-5606	Oil Bath	6/box	#4	Used in oil filled box (2 gear boxes)(Dwg. 5-96770 on 5-96771).
11	Fillet Flap T.O. Gearbox	SS	MIL-O-5606	Oil Bath	1 LH 1 RH	#4	Check to see that oil is level with fill plug.(Dwg. 5-96770 on 5-96711.)
12	Flap Angle Gearbox BRGS.	B	MIL-O-5606	Oil Bath	4/box	#4	Used in oil filled box (2 gear boxes)(Dwg. 5-96771).
13	Flap Angle Gearbox	SS	MIL-O-5606	Oil Bath	1 LH 1 RH	#4	Check to see that oil is level with fill plug. (Dwg. 5-96711).
14	Double Angle Fillet Flap Gearbox Brgs.	B	MIL-O-5606	Oil Bath	8/box	#4	Used in oil filled box (2 gear-boxes)(Dwg. 5-97896.)
15	Double Angle Fillet Flap Gearbox	SS	MIL-O-5606	Oil Bath	8/box	#4	Check to see that oil is level with fill plug(Dwg. 5-97896).
16	Outbd Torque Tube Support Brgs. (W.S. 615) (W.S. 360)	B	MIL-G-3278	Prepacked	6 LH 6 RH	None	Prepacked Brgs. (Dwg. 50-8708).
17	Offset Gearbox Brgs	B	MIL-O-5606	Oil Bath	5/Box	#4	Used in oil filled box (2 gear boxes)(Dwg. 5-84048).

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CONTROL SYSTEM FLAP DRIVE (50-8708)	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D6-1539
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		DATE APPROVED ____

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
18	Offset Gearbox	SS	MIL-O-5606	Oil Bath	1 LH 1 RH	#4	Check to see that oil is level with fill plug (Dwg. 5-84048).
19	Position Transmitter Brgs.	B	MIL-G-3278	Prepacked	2/unit	None	Prepacked Brgs (Dwg. 5-87819).
20	Torque Tube Splined Joints	SS	MIL-G-3278	Brush	All	#4	Clean & lubricate all splined joints. Wipe off excess (Dwg. 50-8708).
21	Outbd Torque Tube Support Brgs. (W.S. 615 & 360)	RD	MIL-G-3278	Gun	6 LH 6 RH	#4	Flush Fittings (Dwg. 5-73142, 5-73143).
22	Inbd. Torque Tube Support Brgs. (W.S. 252)	RD	MIL-G-3278	Gun	2 LH 2 RH	#4	Zerk Fitting (Dwg. 5-95624, on 4-5157).
23	Cables						Refer to Page 11.

ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 52 OF ___ PAGES
ELEVATOR	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D 6-2539 DATE LAST REVISION ____ DATE APPROVED ____

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
1	Typical Elevator Control Tab Hinge Brgs.	BD	MIL-G-3278	Prepacked	8	None	Prepacked Bearing (Dwg. 5-87157)
2	Elevator Control Tab Inboard Hinge Brgs.	R	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 5-87157).
3	Elevator Control Tab Outboard Hinge Brgs.	B	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 5-87157).
4	Typical Elevator Hinge Brgs.	RD	MIL-G-3278	Gun	10		Flush Fitting (Dwg. 6-83193).
5	Elevator Thrust Hinge (Inbd. Hinge of Elevator)	RD	MIL-G-3278	Gun	1		Zerk fitting (Dwg. 9-65805).
6	Elevator - Stab. Actuated Tab Piano Hinge	PH	Dry Film		2	None	No lubrication necessary (Dwg. 5-96311).
7	Elevator Balance Panel Piano Hinges	PH	Dry Film		10	None	No lubrication necessary. (Dwg. 5-97214 thru 5-97218).
8	Elevator Balance Panel Support Link Brgs.	R	MIL-G-3278	Prepacked	40	None	Prepacked Brgs. (Dwg. 5-97214 Thru 5-97218.)
9	Elevator Snubber Assy.	RD	MIL-G-3278	Gun	2	Overhaul	Flush Fitting (Dwg. 50-1571).

ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 56 OF ___ PAGES
RUDDER	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D 6-1539 DATE LAST REVISION ____ DATE APPROVED ____

ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
9	Support Bearing Upper End of Control Tab & Lwr End of Stability Tab (Tab Actuator Hinge)	RD	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 5-95502 & 5-95503).
10	Stability Tab Upper Hinge Brg.	B	MIL-G-3278	Prepacked	1	None	Prepacked Brg. (Dwg. 5-95503.)
11	Stability Tab Typical Hinge Brgs.	BD	MIL-G-3278	Prepacked	2	None	Prepacked Brg. (Dwg. 5-95503.)
12	Trim Tab Piano Hinge	PH	Dry Film		1	None	No lubrication necessary. (Dwg. 5-95501.)
13	Rudder Balance Panel Links	R	MIL-G-3278	Prepacked	20	None	Prepacked Brg. (Dwg. 65-97658)

NOT PROCESSED

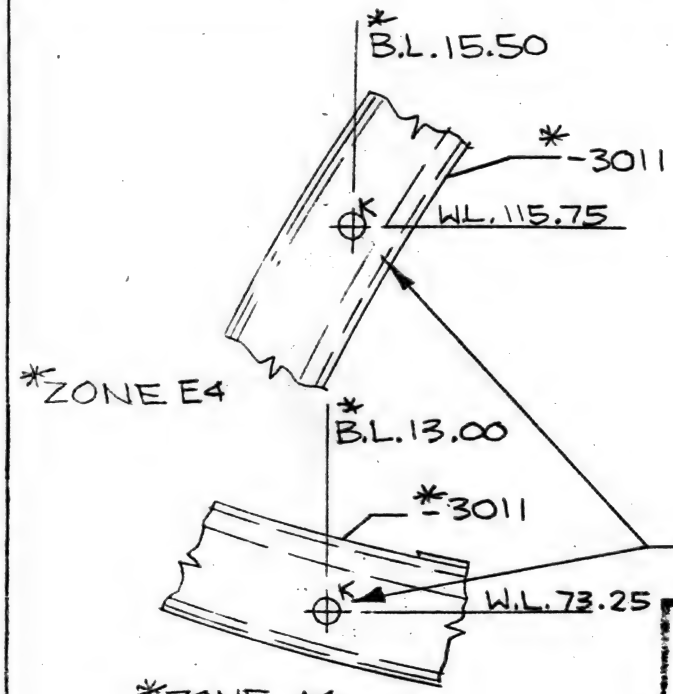
MODEL 707		7-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED R. MATTESON	6/6/57	RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED DERO		B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/19/57	ROHR 4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E Bushnell	6/19/57	P PROD. INFO.	REASON: TO INSURE POSITIVE LOCATION OF IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)
APPROVED J Hodgkins	6/19/57		

ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 10087	R1-2	5-85637	3A
CHG. NO.			
SEC. NO. 71			
1 THRU 199			
301 THRU 1999			
CHG. EFF.			

DWG. TITLE: COWL PANEL ASSY L.H. SIDE ENGINE NACELLE

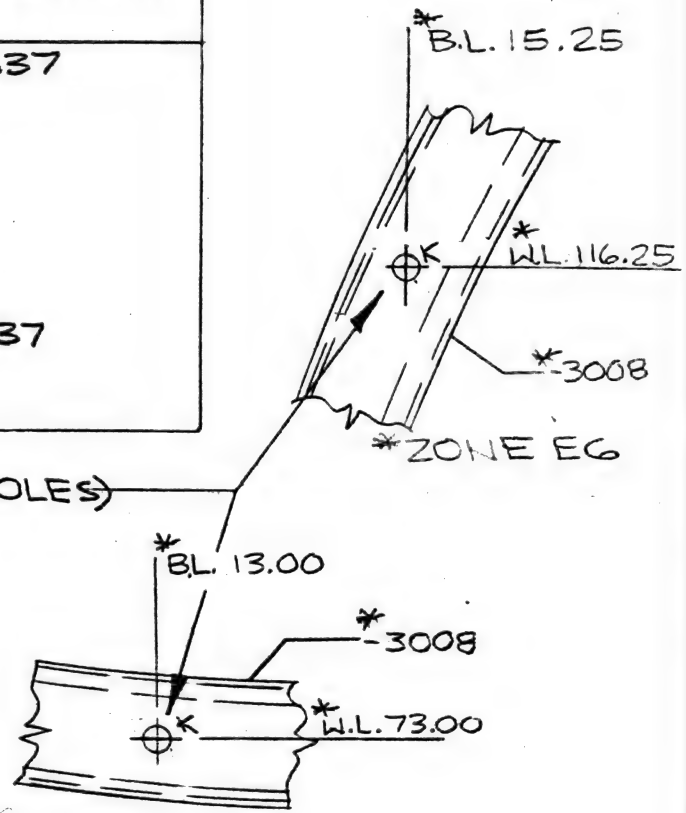
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD COORDINATING HOLES AS SHOWN BELOW:



THIS CHG INCOMPLETE WITHOUT		
ADCN	SHT	DWG.
R1-2	1A	5-85637
R1-1	3A	
R1-2	4A	
R1-3	4A	
R1-4	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85637

(ADD COORDINATING HOLES)



☐ B. C. RELEASED ☐ KC-135
☐ CANCLD BY BAC ADC ; ☑ 707

CHECKED	Blakeslee	7/24/57
CHECKED		
APPROVED	K Larson	7/25/57

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN R1-12 5/3 ON 5-85637

HP 7/29/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

6-20 41 NOT PROCESS.

MODEL 707		7-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED R. MATTESON	DC 6/8/57	7-30-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON	6/9/57	7-30-57 B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/10/57	ROHR 4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E.C. Burkhart	6/10/57	P PROD. INFO.	REASON: IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG FACILITY)
APPROVED J. Hodgkinson	6/12/57		

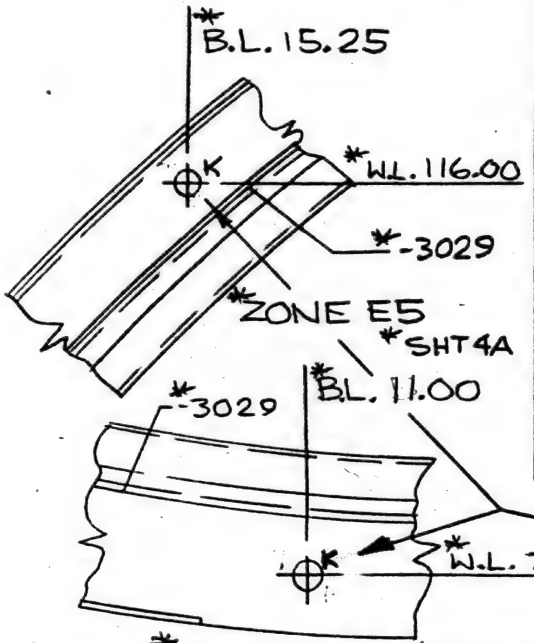
ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 10087 CHG. NO.	R1-4	5-85637	4A
SEC. NO. 71	R1-1	5-85637	100
1 THRU 199			
301 THRU 1999 CHG. EFF.			

COWL PANEL ASSY L.H. SIDE ENGINE NACELLE
DWG. TITLE

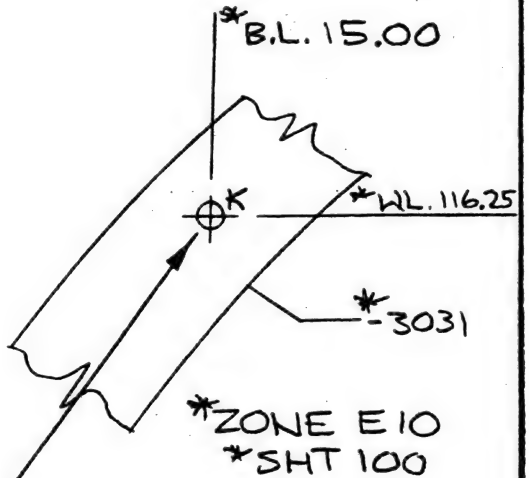
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

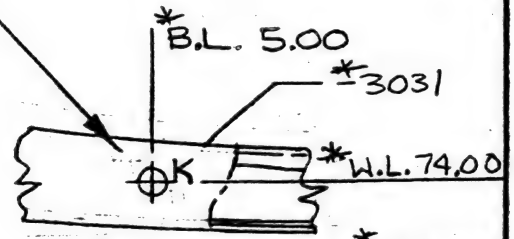
ADD COORDINATING HOLES AS SHOWN BELOW:

THIS CHG. INCOMPLETE WITHOUT ADCN	SHT	DWG.
R1-2	1A	5-85637
R1-1	3A	
R1-2	3A	
R1-2	4A	
R1-3	4A	
R1-2	100	
R1-3	100	5-85637



(ADD COORDINATING HOLES)





☐ BAC RELEASED ☐ KC-135
☐ CANCLD by BAC ADC. ☑ 707

CHECKED	Blakesley 7/24/57
CHECKED	
APPROVED	E Larson 7/25/57

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN'S R1-11 S/4 & R1-9 S/5 ON 5-85637

HP 7/29/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

NOT PROCESS

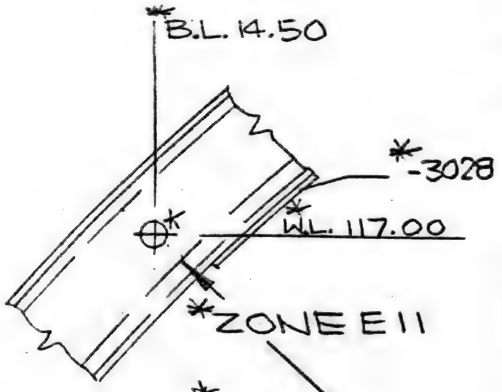
MODEL 707		DWG. REC. CLK. 7-30-57	BOEING AIRPLANE COMPANY
DRAFTED R. MATTESON		RELEASE 7-30-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED DIETON		B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/10/57	ROHR 4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E Buchard	6/10/57	P PROD. INFO.	REASON: TO INSURE POSITIVE LOCATION OF IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)
APPROVED J Hodgson	6/10/57		

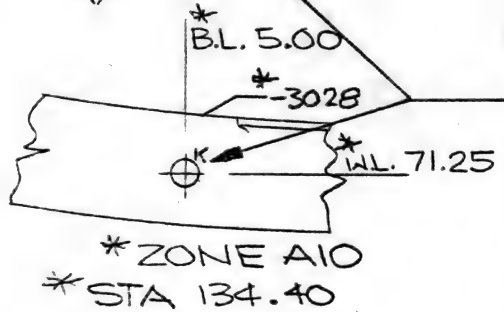
ISSUE NO.	DWG. TITLE: COWL PANEL ASSY L.H. SIDE ENGINE NACELLE		
	ADCN	DRAWING NO.	SHT.
PRR 10087 CHG. NO.	R1-2	5-85637	4A
71 SEC. NO.			
1 THRU 199			
301 THRU 1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

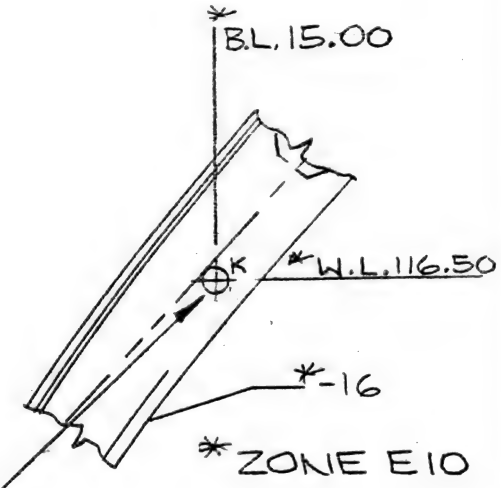
ADD COORDINATING HOLES AS SHOWN BELOW:

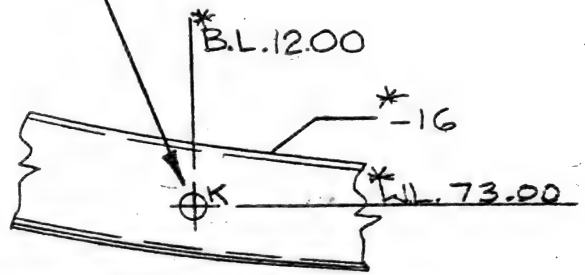
THIS CHG. INCOMPLETE WITHOUT		
ADCN	SHT	DWG
R1-2	1A	5-85637
R1-1	3A	
R1-2	3A	
R1-3	4A	
R1-4	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85637





*(ADD COORDINATING HOLES)





☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADC. ☑ 707

CHECKED	Blakeslee 7/25/57
CHECKED	
APPROV'D	E E Larson 7/25/57

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN R1-9 S/4 ON 5-85637

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

1-20 6T

MODEL	707	DWG. REC. CLK.	7-11-57
DRAFTED	WILLARD DALE 7/2/57	RELEASE	7-12-57
CHECKED	7/9	B/P GROUP	7-15-57 mk
STRESS	7-9-7	REQUESTED	G. DREW 2-7000
APPROVED	7/10/57	PROD. INFO.	
APPROVED	7/10		

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☐ VARIATION

REASON: TO PROVIDE SUPPORT FOR THRUST REVERSER CONTROL BRACKET

ISSUE NO.	10826
CHG. NO.	PRR
SEC. NO.	74
	1-199 &
CHG. EFF.	301-1999

DWG. TITLE: LOWER SPAR INSTL. OUTBD NAC STRUT

ADCN	DRAWING NO.	SHT.
14	8-8122	1A
22	8-8122	2A

ADCN 5543

PARTS LIST ZONE	REPLACES	-3000 B	-3000 A	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	V	V	1	69-5434-2	STIFFENER	B5					
	NEW	V	V	1	69-5434-3	STIFFENER	C5					
		XV	XV	& 1	6-72030-3	STIFFENER ANGLE	B8					
	6-72030-3	V	V	1	66-5025	STIFFENER	A6					
	NEW	V	V	1	-3030	DOUBLER	C5	.040 x .85 x 4.50	▷3	—	F-8.05	R

CHANGE P/L AS SHOWN ABOVE ON SHT 1A

ON SHT 2A:

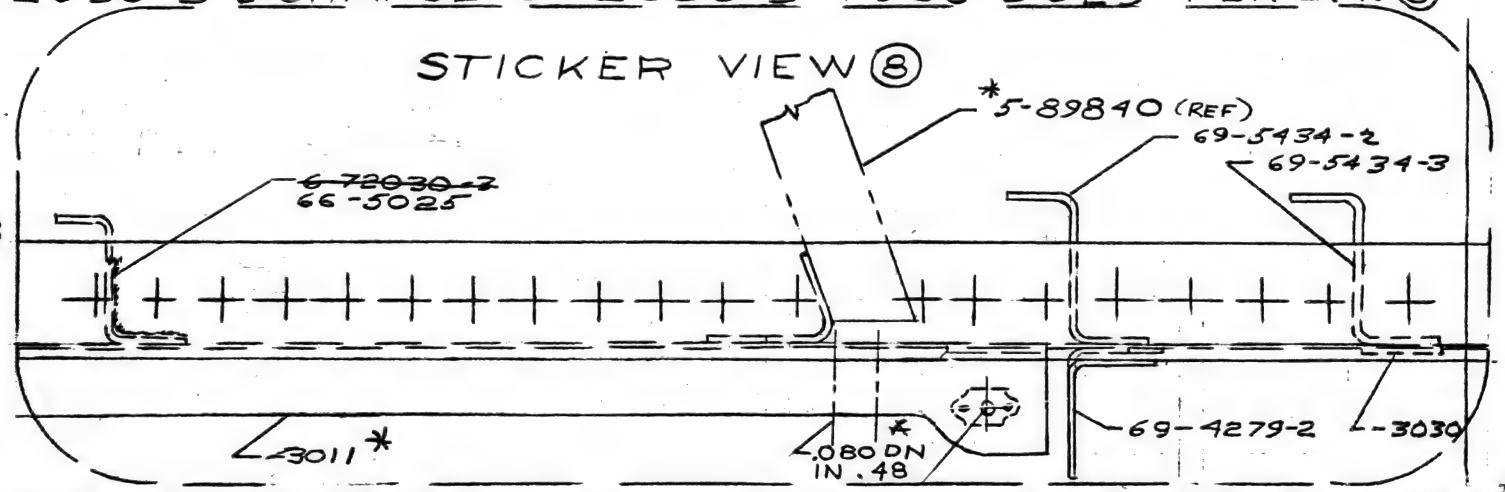
ADD 69-4279-2, 66-5025, 69-5434-2 & 69-5434-3 PER S.V. (8)

ADD DOUBLER -3030 PER S.V. (8)

DELETE 6-72030-3 & CHANGE 6-72030-3 TO 66-5025 PER S.V. (8)

*NAC STA 210

STICKER VIEW (8)



▷ REWORK EXISTING PARTS SALVAGE 6-72030-3

* ADCN REF

AD 7/10/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

1-76 2T

MODEL 707		7-11-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED B. HANSON	7/9/57	RELEASE BW 7-12-57	**ADVANCE DRAWING CHANGE NOTICE** ADCN
CHECKED [signature]	7/9	B/P GROUP 7-15-57 MC	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED E. KEEFER 6-7000	☐ DEVIATION ☐ VARIATION
APPROVED [signature]	7/9	PROD. INFO. **	REASON: TO PROVIDE SUPPORT FOR THRUST REVERSER CONTROL BRACKET
APPROVED [signature]	7/9		

ISSUE NO. A	LOWER SPAR INSTL OUTBD STRUT DWG. TITLE		
CHG. NO. C C C	ADCN 17	DRAWING NO. 8-8122	SHT. 1A
SEC. NO. 74			
1-199 ¢			
CHG. EFF. 301-1999			

PARTS LIST ZONE	REPLACES	B -3000	A -3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
3-13	~~——~~	✓	✓	~~1~~	~~-2012~~	~~——~~						
3-12	~~——~~	✓	✓	~~1~~	~~-3005~~	~~——~~						
	-2012	✓	✓	1	-3011	FAIRING SUPPORT	A4100	.04×2.6×32.0	12	—	F10.10	R
	-3006	✓	✓	1	-3012	OPP-3011	B4100					
*	60-2811	✓	✓	1	69-4279	FAIRING SUPPORT	A1100					
(17)	60-2811	✓	✓	1	69-4279-2	FAIRING SUPPORT	B52A	C *				
	CHG P/L AS SHOWN ABOVE C											
	NEW	✓	✓	1	-3015	DOUBLER	A7100	.063×5.3×9.4	3	—	F-8.05	R
	-3006	✓	✓	1	-3016	FAIRING SUPPORT	B6100	.04×3.6×22.	12	—	F-10.10	R
	-3005	✓	✓	1	-3013	FAIRING SUPPORT	A7100	.04×3.6×25.	12	—	F-10.10	R
3-3	~~——~~	✓	✓	~~1~~	~~-3002~~	~~——~~						
	-3003	✓	✓	1	-3014	WEB	A6100	.05×14.5×21.8	3	—	F-8.05	R
5-39		~~✓~~ ✓	~~✓~~ ✓	~~23~~ 31	LC-R6	COLLAR-LOCK BOLT (BAC-C30A-R6)	A4100		8			
	NEW	✓	✓	8	ALPPH-T6-3	LOCK BOLT (BAC-B30AL-6-3	A4100		8			
5-38		~~✓~~ ✓	~~✓~~ ✓	~~4~~ 6	LC-R8	COLLAR-LOCK BOLT (BAC-C30A-R8	A4100		8			
	NEW	✓	✓	2	ALPPH-T8-6	LOCKBOLT (BAC-B30AL-A-6)	A4100		8			
	NEW	✓	✓	2	52LHTA 521-048	NUTPLATE-FLOATING (BAC-N10LC-A45	A7100		7			
	NEW	✓	✓	1	66-3859	STIFFENER-ANGLE	A4100					

** REWORK EXISTING PARTS - USE EXISTING RIVET LOC IN SPAR CHORDS, EXCEPT BETWEEN NAC STA 141.5 & STA 144.5 SCRAP 60-2811

CHG P/L AS SHOWN ABOVE

NOTE: SEE ADCN 16 SHT 2A & ADCN 9 SHT 1A

ADD TO FLAG NOTES AS SHOWN BELOW

▶ SEE SHT 100 FOR SUPPLEMENTAL INFO., FASTENER LOC PER SHT 2A EXCEPT AS SHOWN, PART NUMBERS PER SHT 100

C▶ PRR 10275

C▷ PRR 10520 C▶ PRR 10826

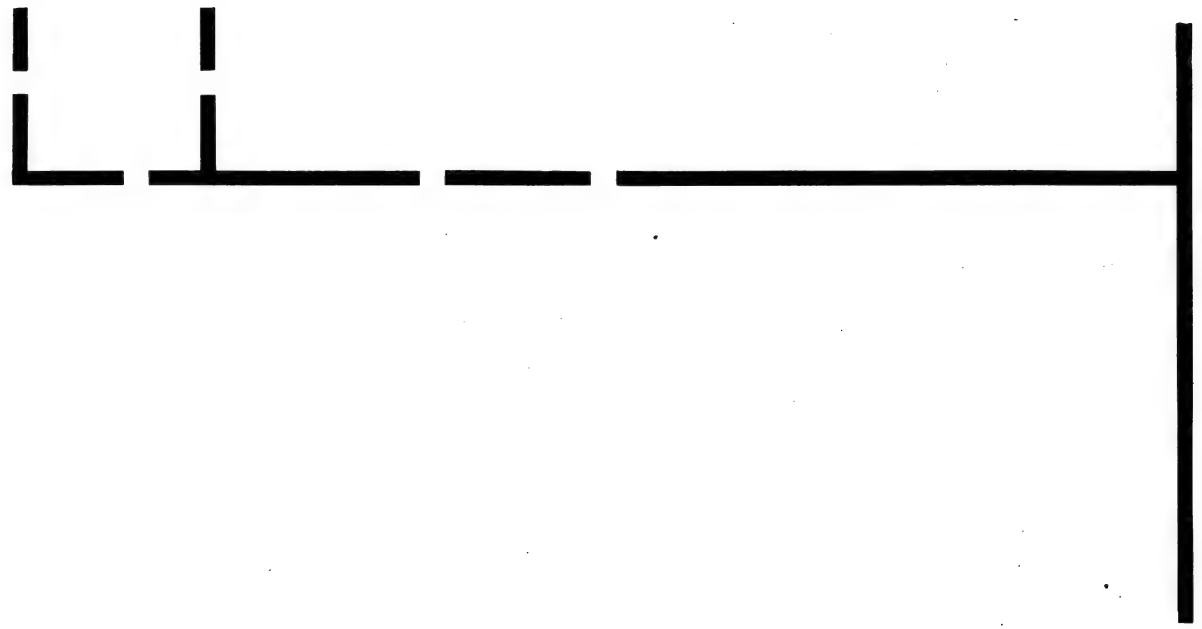
* ADCN REF

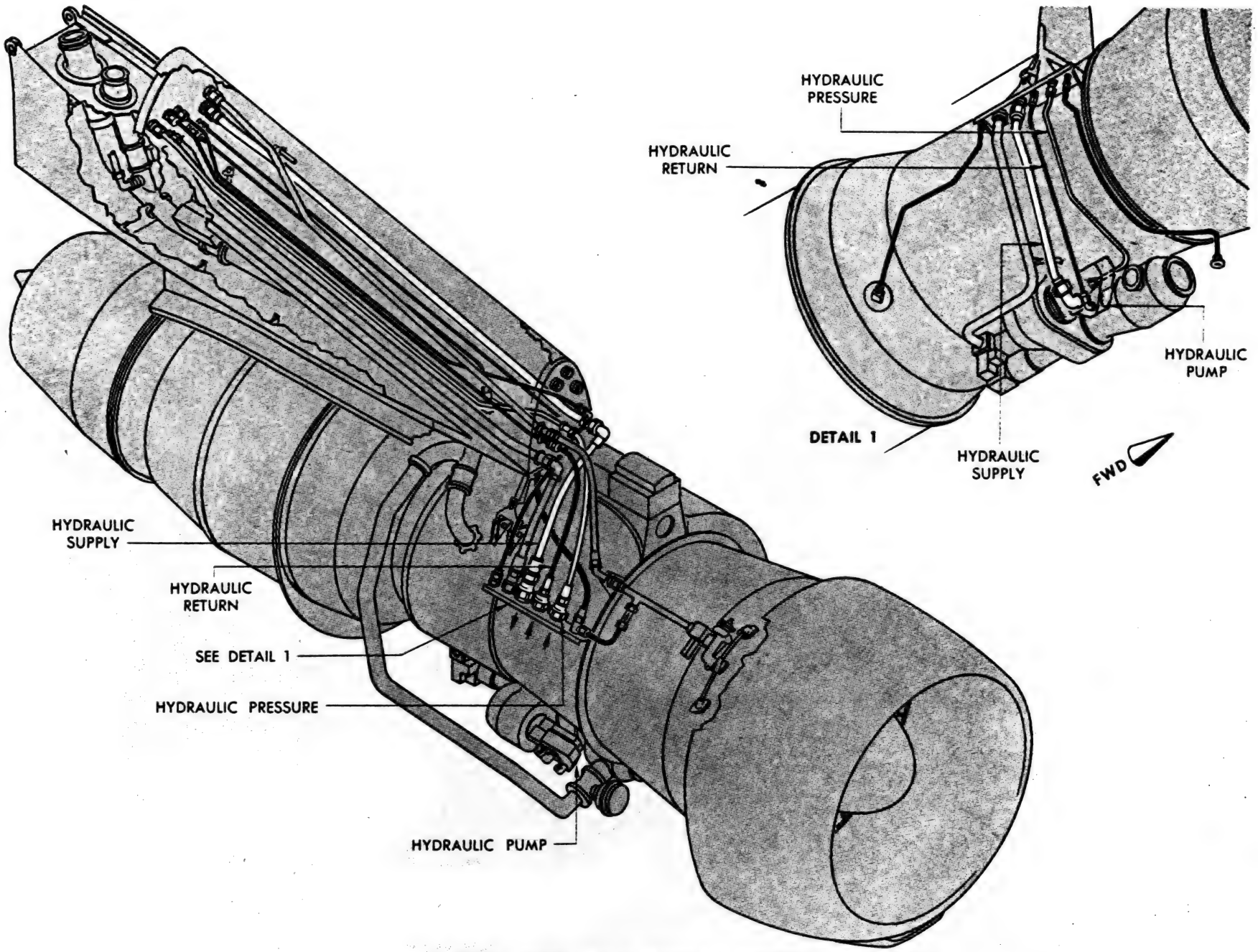
CANCEL ADCN # 8

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

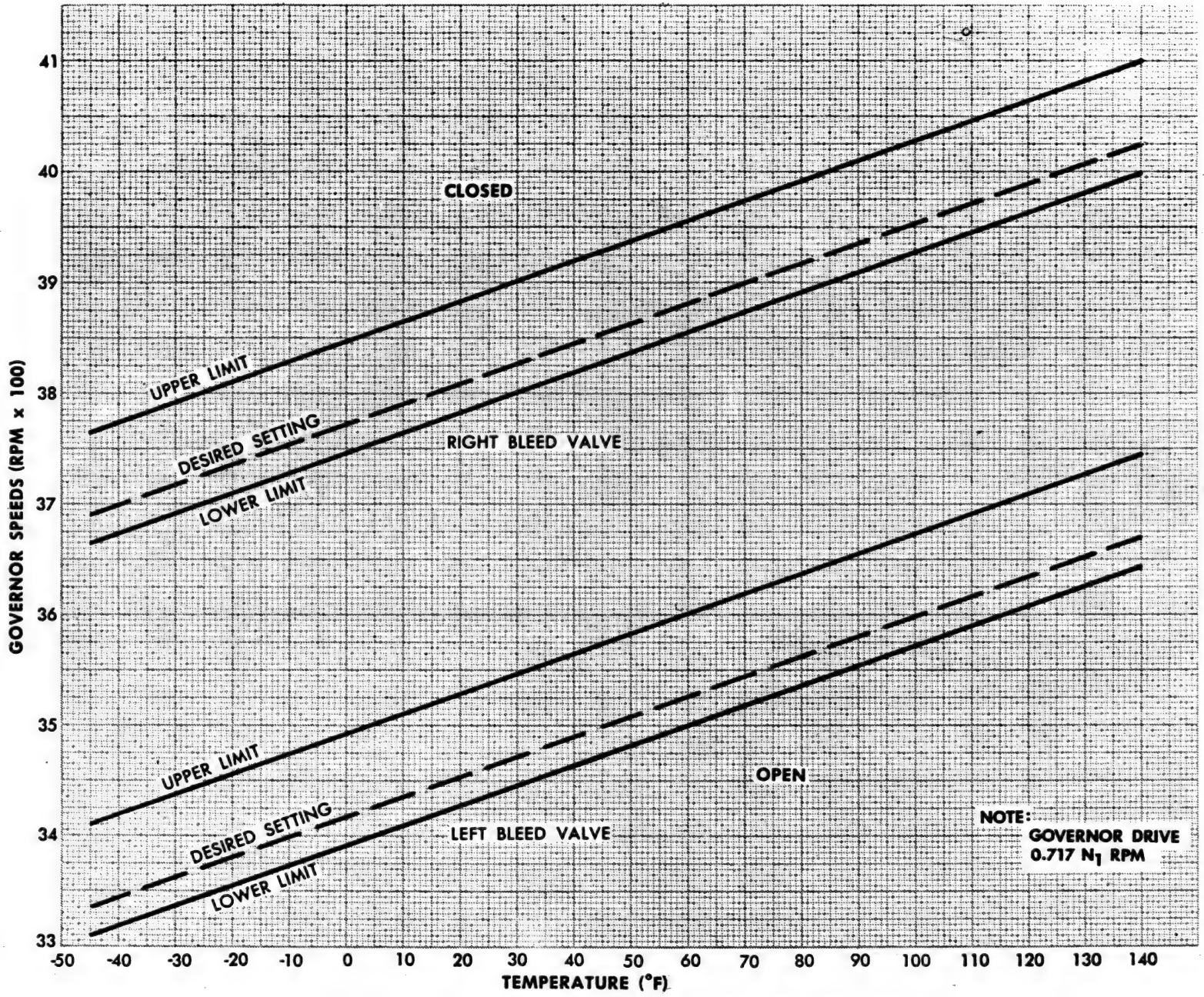
BAC 934 C-88

HP 7/10/57 2-7000





NACELLE HYDRAULIC INSTALLATION



ENGINE COMPRESSOR BLEED VALVE OPERATING LIMITS

4. Toilet System

A. The toilet is an improved, flushing type unit installed above the floor in the lavatory compartments. The toilet has a minimum capacity of 17 gallons in the space above the tank bottom and below the bottom of the upper bowl. The tank (sump) is made of stainless steel and has a bottom sloped and shaped to enable complete drainage and cleaning of toilet waste out through the drain connection. The toilet bowl is shaped for flush cleaning after each usage and is colored to be compatible with the dye used. A top cover forms the top of the toilet tank. It is attached in a manner that will allow its removal for maintenance and yet form an absolute seal against leakage of the toilet contents. A silicone separator is located in the region between the toilet bowl and tank to prevent the passenger viewing the contents. It also prevents tank contents from sloshing up out of the toilet bowl during flight or landing. The separator is cleaned by flushing of the toilet. A standard home type toilet seat and lid are used. A special handle on the seat and lid facilitate raising and lowering. Only toilet assemblies of the same part number are interchangeable.

B. Flushing Pump and System

The flushing system consists of an electrically driven pump, flushing ring and orifices. Flushing media is recirculated toilet liquid treated with deodorant, disinfectant and dye. Momentarily pressing a flush valve after each usage of the toilet causes the entire toilet bowl and separator to be flushed clean of solid material, toilet seat covers and paper. The toilet completes the flushing cycle and turn-off with no further action by the operator. The toilet cannot be flushed when a person is seated on the toilet seat. The flushing cycle is interrupted if the seat is loaded before the cycle is completed. The pump will drain when the toilet is drained to prevent freezing.

C. Ventilation

A connection on the toilet permits ventilation of the air volume above the liquid level in the toilet tank. During flight ventilation air normally enters under the toilet seat, passes down through the toilet bowl through the ventilation connection and then through plumbing to the outside of the airplane. A maximum cabin pressure differential of 8.6 psi will result in a ventilating rate of 40 cu/ft/min. The ventilation connection is so located that fluids cannot pass through with the ventilating air.

D. Drain Valve and Outlet

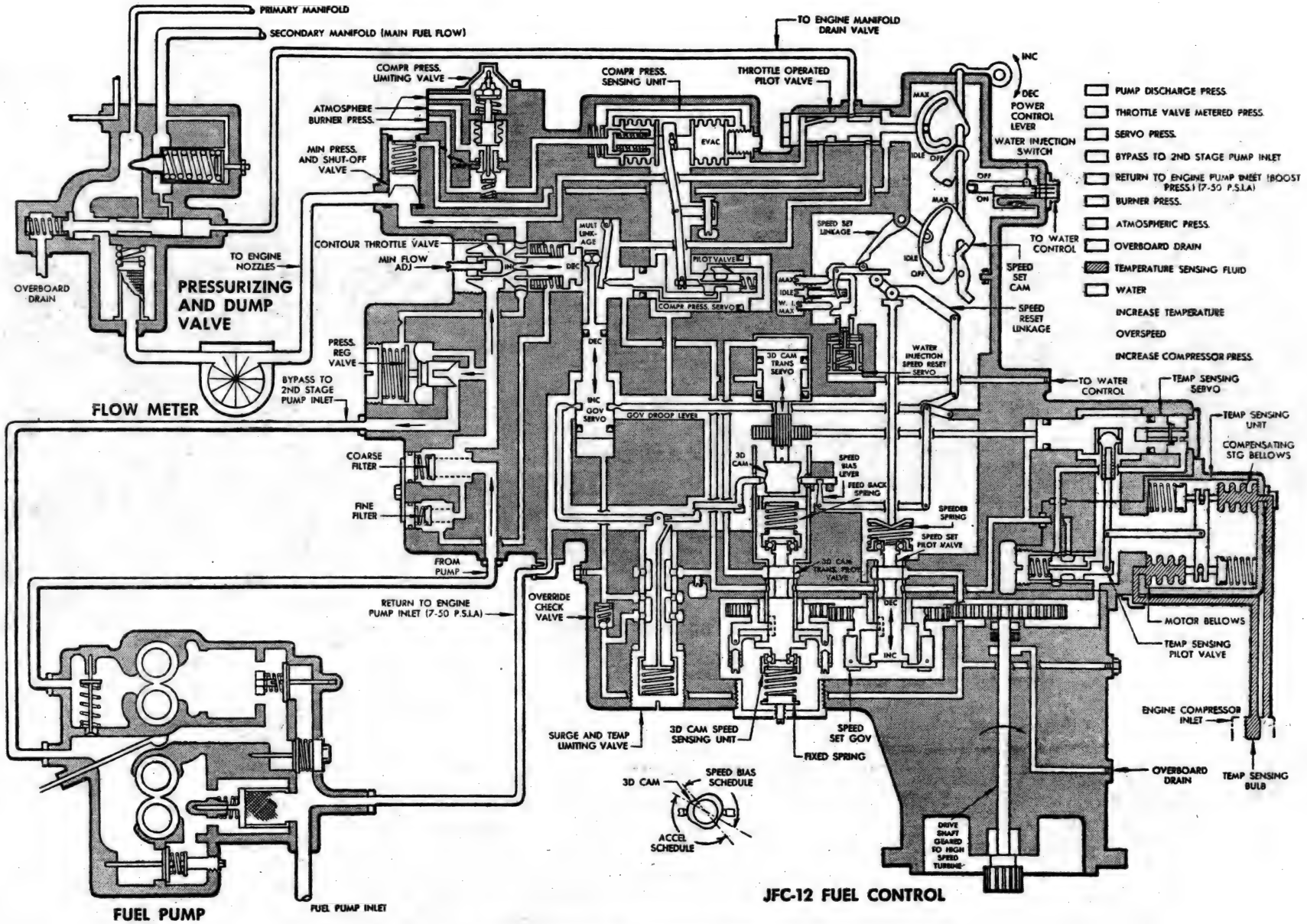
An internal bulb type valve is installed in each toilet to seal the toilet tank drain outlet. The valve mechanism is completely enclosed and protected from toilet wastes. A cable control connection is provided for drainage of toilet wastes from the tank when actuated on the ground from a remote panel.

E. Cleansing Spray System

A cleansing spray system enables the toilet bowl and tank interior to be thoroughly flushed out. A connection on the tank permits cleansing solution to be pumped through the system from the toilets service panel on the outside of the airplane through a one inch heavy wall polyethelene pipe. The cleansing system is used to charge the toilet tank with clean deodorant, disenfectant and dye solution.

F. Ground Servicing

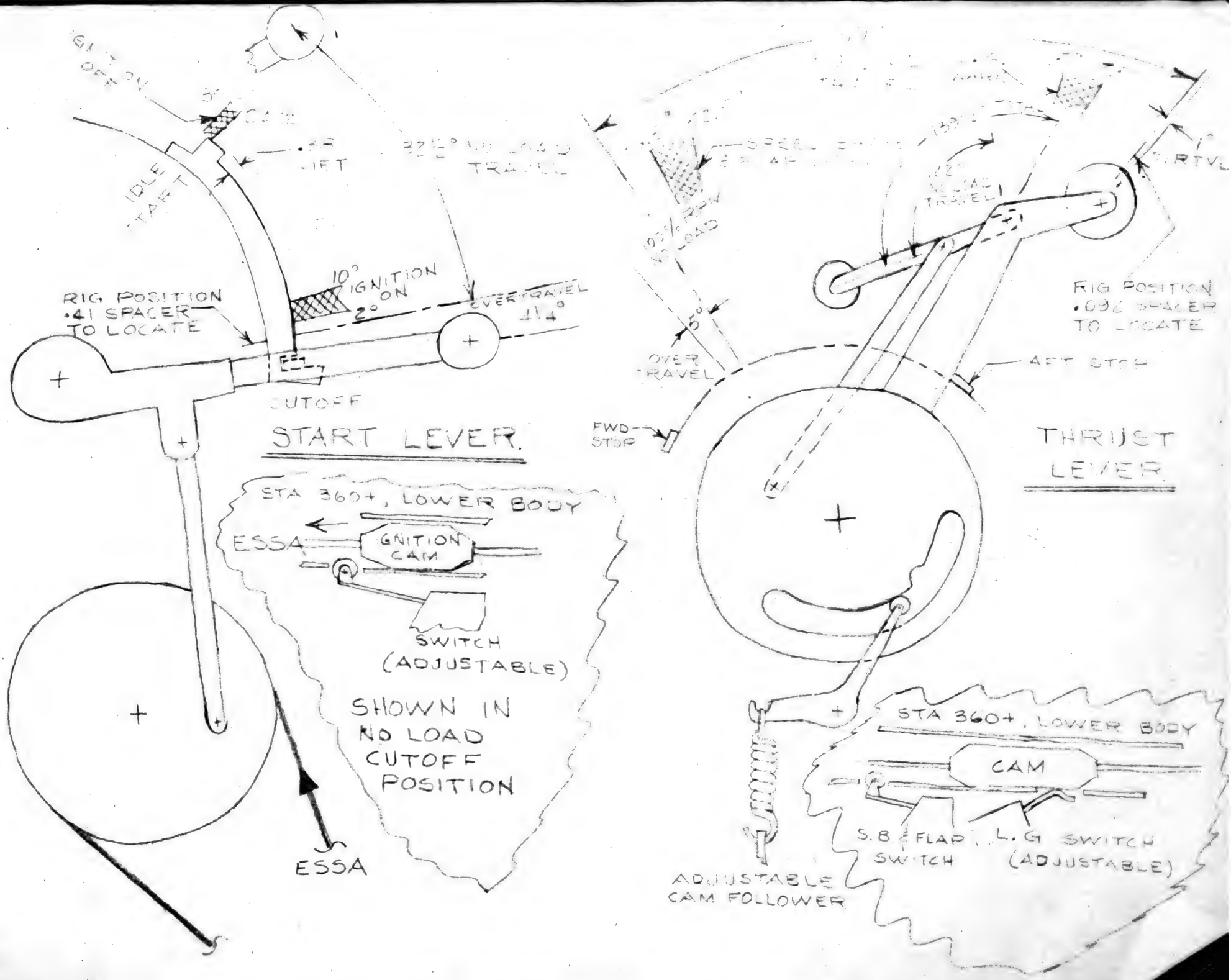
The toilets service panel accesses are located at approximately station 304, right side, for the forward toilets and at approximately station 1393, bottom center, for the aft toilets. Each service panel contains a drain connection, two flush line connections and two flush handles which are cable connected to the toilet valves. The connection fittings are equipped with cap covers.

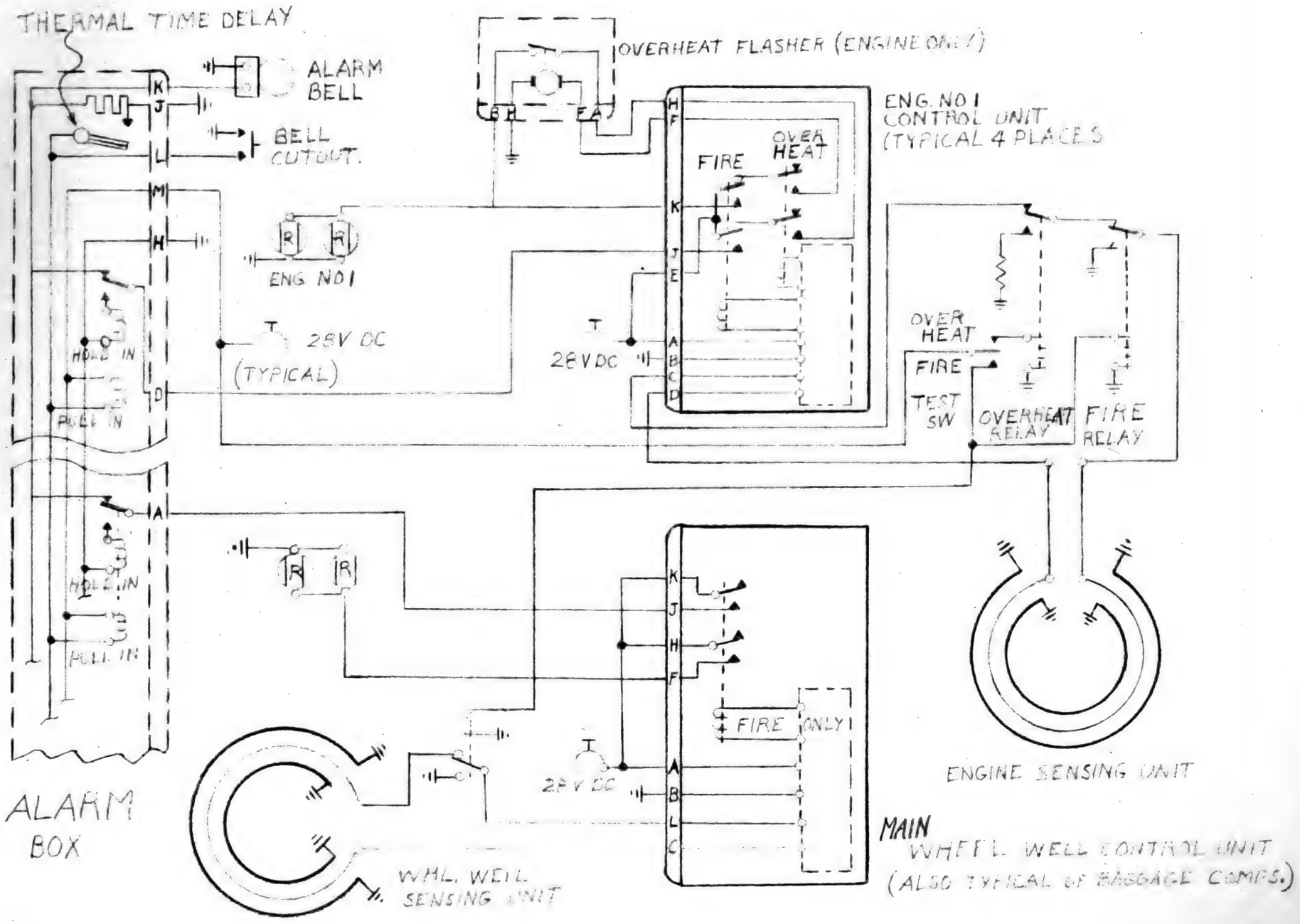


ENGINE FUEL METERING SYSTEM SCHEMATIC CUTAWAY

10.56

T.M.S. 8 NOVEMBER 1955 KC-135 55-3118 AND ON 5827 FRAME NO. 8 BLACK PLATE OF 5


IDLE START
10° IGNITION ON
2°
OVER TRAVEL 1¼°
RIG POSITION .41 SPACER TO LOCATE
CUTOFF
START LEVER
STA 360+, LOWER BODY
ESSA
IGNITION CAM
SWITCH (ADJUSTABLE)
SHOWN IN NO LOAD CUTOFF POSITION
ESSA
5°
OVER TRAVEL
FWD STOP
AFT STOP
RIG POSITION .09 SPACER TO LOCATE
THRUST LEVER
STA 360+, LOWER BODY
CAM
S.B. & FLAP SWITCH
L.G SWITCH (ADJUSTABLE)
ADJUSTABLE CAM FOLLOWER


THERMAL TIME DELAY
ALARM BELL
BELL CUTOUT.
OVERHEAT FLASHER (ENGINE ONLY)
ENG. NO 1 CONTROL UNIT (TYPICAL 4 PLACES)
FIRE
OVER HEAT
ENG NO 1
28V DC (TYPICAL)
28V DC
HOLD IN
PULL IN
OVER HEAT
FIRE
TEST SW
OVERHEAT RELAY
FIRE RELAY
ENGINE SENSING UNIT
FIRE ONLY
ALARM BOX
WHL. WELL SENSING UNIT
MAIN WHEEL WELL CONTROL UNIT (ALSO TYPICAL OF BAGGAGE COMPS.)

POWER PLANT

3.65

ELR 1754

MODEL 707		DWG. REC. CLK. 7-26-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON
DRAFTED GLENN R. DOWNING	7-17-57	RELEASE 7-26-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED E.E. Seeling	7-17-57	B/P GROUP ANDERSON 6-3060	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED	☐ DEVIATION ☐ VARIATION
STANDARDS		P PROD. INFO.	REASON: FINISH CALLOUT NEEDED IN PARTS LIST.
APPROVED			

ISSUE NO.	TUBING INSTALLATION FIRE EXTINGUISHER SECT 24 DWG. TITLE		
	ADCN	DRAWING NO	SHT
ITEM 95000 CHG. NO.	2	65-1636	—
SEC. NO. 24			
1-1999 CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX NET)	MATERIAL	HEAT TREAT	FINISH	P

P ▷ PLANNING AFFECTED A/P I & ON

ADD TO FINISH COLUMN IN TUBING P/L AS SHOWN

	-6		F-2.742	
	-5		F-2.742	
	-4		F-2.742	
	-3		F-2.742	

WORK PRESS. PSI	NUMBER TUBE ASSY	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
			END FITTINGS PER TUBE ASSY			ZONE CODE									

BAC 224 E-82

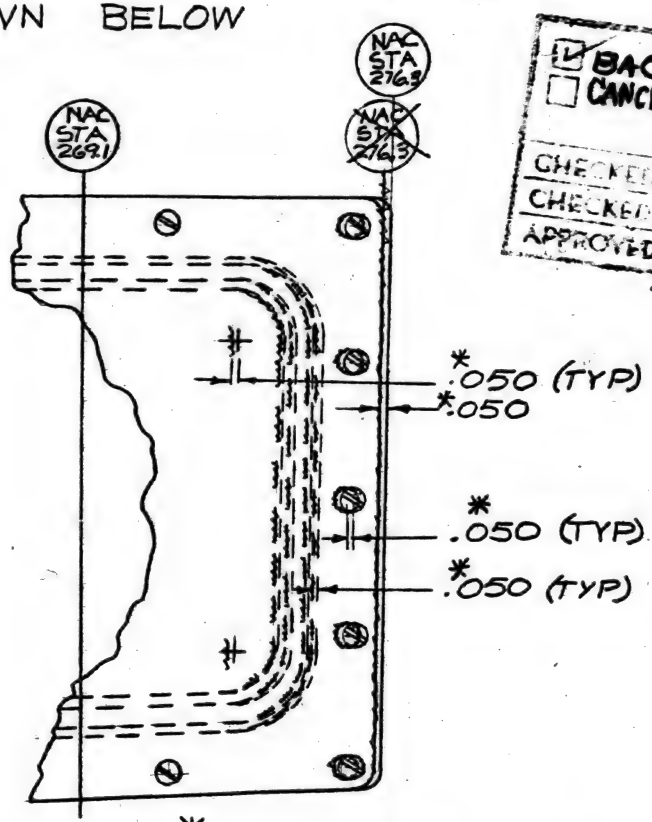
4.63 IT NOT PROCESS

MODEL 707		DWG. REC. CLK 7-22-57	BOEING AIRPLANE COMPANY		DOOR - FIRE EXTING ACCESS ASSY OF
DRAFTED B HOCKETT	6/12/57	RELEASE 7-22-57	ADVANCE DRAWING CHANGE NOTICE		DWG. TITLE
CHECKED DARTON	6/18/57	B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	ISSUE NO.	ADCN: R-4 / DRAWING NO.: 65-2111 / SHT.: —
STRESS Dewlett	6/12/57	ROHR 4-1441 REQUESTED	☐ DEVIATION ☒ VARIATION	CHG. NO. PRR 05000	
APPROVED		P PROD. INFO.	REASON: TO MAKE LOFT BOARD AGREE WITH STATION CALLOUTS (ENGR ERROR)	SEC. NO. 72	
APPROVED	6/20/57			1 THRU 199 301 THRU 1999 CHG. EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE FACE OF DWG AS SHOWN BELOW

☑ BAC RELEASED ☐ CANCLD BY BAC ADCN KC-135 707
CHECKED Blakeslee 7/17/57
CHECKED
APPROVED E Larson 7/18/57



* ADCN REF

* ZONE B5 & C5

P DWG CLARIFICATION ONLY, PLANNING IN ACCORD

KC-135 NOT AFFECTED

AP 7/19/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS 2-7000

DCN

IR 15

D1 12-6-57

1-20 37

MODEL 707		DWG. REC. CLK	
DRAFTED MAXFIELD 11/30/56		RELEASE 56	
CHECKED Koon	12-3-56	B/P GROUP 2	
STRESS		DONALDSON G-7000 REQUESTED	
E Ballew APPROVED		P PROD. INFO.	
D Donaldson APPROVED	12-7-56		

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO ADD PLATE FOR FIRE DETECTOR INSTL

ISSUE NO.	PRR 10147
CHG. NO.	77630
SEC. NO.	72
CHG. EFF.	

BHD INSTL - FWD ENG MT. INBD NAC STA 136
DWG. TITLE

ADCN	DRAWING NO.	SHT.
5	4-5177	1A
~~4~~	~~4-5177~~	~~2A~~
5	4-5177	2A
8	4-5177	2A

ADCN 36

PARTS LIST ZONE	REPLACES	-3003	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	1	208101	CONNECTOR PLATE			●			

CHANGE P/L ON SHT 1A AS SHOWN ABOVE

ADD 208101 TO SHT 2A AS SHOWN BELOW

▷ WALTER KIDDE & CO, INC.
675 MAIN ST.
BELLEVILLE, 9 NEW JERSEY

▷ 1 THRU 199
301 THRU 1999

P PATCH AND SEAL EXISTING HOLES *

* ADCN REF

~~208101~~

~~.41 DIA HOLE (2 PLACES) M4~~

8

5.75*

5

-5

208101

6-73108-1

STRUT

UP

-3006

*1.50

1.50

5

M4 (2 PLACES)

8

WL 139

.41 .41 DIA HOLE (2 PLACES)
.39

REAR VIEW

REPLACES ADCN #4 SHT 2A
REASON: TO ELIMINATE INTERFERENCE BETWEEN 208101 & -3007
REQUESTED: L. SHINN 6-3060 ELR# 138524
DRAWN: C.E. ANSON 12-26-56
CHECKED: [illegible] 12-26-56
APPROVED: [illegible] 12-28-56
PROD. INFO: O.P. ITEM - PENDING COMP PTS. & INSTR.

PRR 10453

ADCN 8 SHT 2A
REPLACES ADCN 5
REASON: TO FACILITATE INSTL & SERVICE.
DRAFTED G. OSTERLOH
CHECKED T. BURDO 7/5/7
APP. [illegible] 7/11
APP. D Donaldson
APP. [illegible] 7/11

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

TK 6-4510 12/27/6 (5)

2-7000

CARGO HANDLING

5-80

ELR NO.	MODEL NO.	DWG. REC. CLK	BOEING AIRPLANE COMPANY	ISSUE NO.	DWG. TITLE
330	707	7-2-57 6C7-1-57	ADVANCE DRAWING CHANGE NOTICE	A	FIRE DETECTOR INST

DRAFTED	E.L. RUTLEDGE	6-22-57	RELEASE 7-2-57 S	CHG. NO. PRR 95000	ADCN	DRAWING NO. / SHT.
CHECKED	BD Spangler	6-24-57	B/P GROUP	SEC. NO. 54	3	50-10307 / 1
STRESS			NO CHANGE SEE BELOW			
APPROVED	Carlton	6/24/57		CHG. EFF. 1-199		

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION

REASON: TO ADD PART NO INFO.

ORIGINATOR	PHONE		PLANNING	PHONE
REQ. A LIEN		ENGINEERING LIAISON REQUEST	A. LIEN	3477
APP. WATTS				
DEPT. 6-91570	BOX NO. 94-81		BOX NO. 94-81	

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
3-2			-2	CONTROL UNIT SUPPORT ASSY						R
3-3			-3	CONTROL UNIT SUPPORT						R
3-4			-4	SPACER						R
3-6			-5	SPACER						R

CHG P/L AS SHOWN ABOVE TO SHOW PART MARKING INFORMATION

AH 1107

PROD. INFO. PLANNING IN ACCORD

STATUS OF TOOLS &/OR PLANNING		6-13-57	123	STATUS OF COMPLETED AIRP. &/OR PARTS

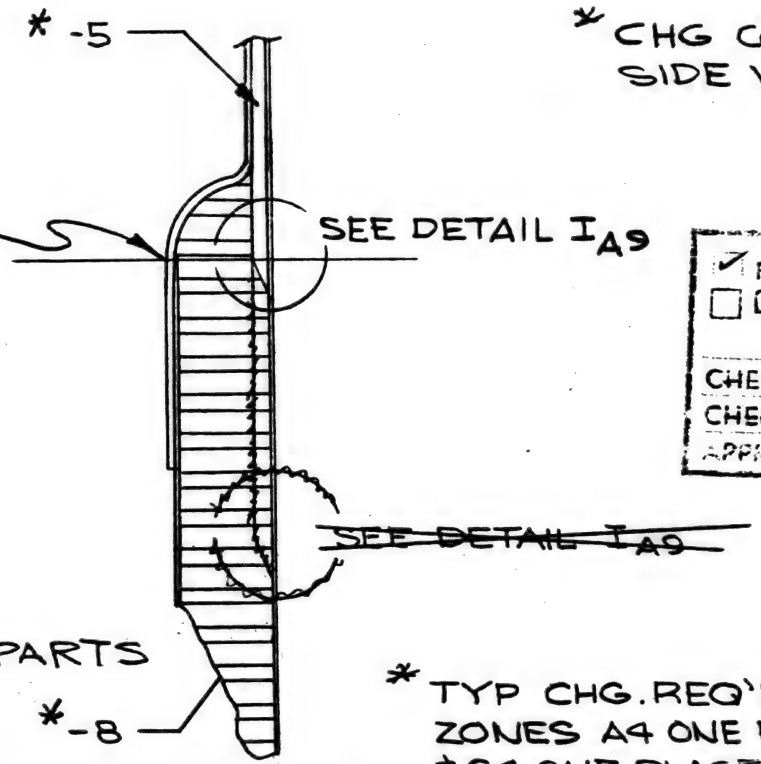
TRG-4570 6/25/57

6.63 IT NOT PROCESS

MODEL 707		7-17-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY		DOOR-FIRE EXTING. ACCESS ASSY OF	
M.R. MATTESON DRAFTED	6/8/57	7-17-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE	
CHECKED DARTON	6/13/57	7-17-57 E&C B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	ITEM 72550 CHG. NO.	ADCN R1-5	DRAWING NO. 65-2111 SHT. -
STRESS	6/13/57	ROHR 9-1503 REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 72		
APPROVED		P PROD. INFO.	REASON: TO ELIMINATE EXCESSIVE CRUSHING OF -8 CORE IN AREA OF -5 & -9 DOUBLER (ENGRG ERROR)	1 THRU 199 301 THRU 1999 CHG. EFF.		
APPROVED	6/13/57					

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE FACE OF DWG AS SHOWN BELOW:



*CHG CORRESPONDING SIDE VIEW TO AGREE.

✓ B-C RELEASED ☐ KC-135
☐ CANC'D BY BAC ADCN ✓ 707
CHECKED Blakeslee 7/15-7
CHECKED
APPROVED JE Larson 7/15-7

*ADCN REF
P REWORK EXISTING -5 & -9 PARTS NOT ASSEMBLED. SCRAP EXISTING ASSY'S.

*TYP CHG. REQ'D FOR VIEW A7 IN ZONES A4 ONE PLACE, B4 TWO PLACES & C4 ONE PLACE.

D6 *ZONE B9, C9
DOUBLE SIZE

KC-135 NOT AFFECTED.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 926 C-R3

D.C.N.

4-57 IT NOT PROCESS

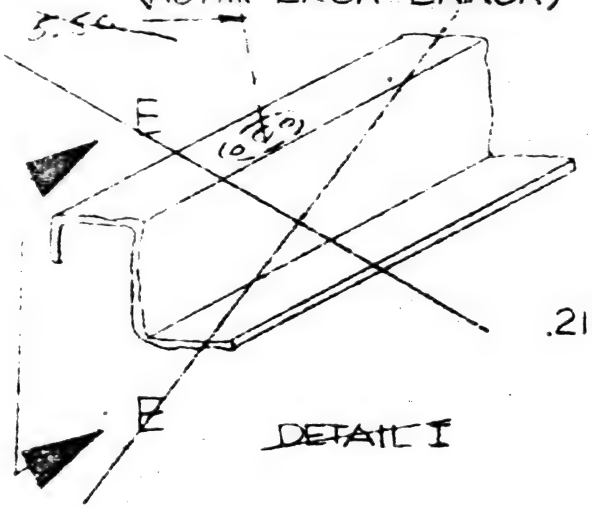
MODEL 707		9CC-20-57 DWG REC CLK	BOEING AIRPLANE COMPANY		CLAMP INSTL. FIRE DETECTOR INBD. STRUT
DRAFTED M.R. MATTESON	3/25/57	2X6-20-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO PRR 7500	DWG TITLE
CHECKED L DARTON	3/25/57	6-20-57 EC B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	CHG NO	ADCN / DRAWING NO / SHT
STRESS [illegible]	3/26/57	ROHR 4-1144 REQUESTED	☐ DEVIATION ☒ VARIATION	SEC NO. 72	~~R-1~~ ~~69-3161~~ —
APPROVED			REASON TO CORRECT VIEWS, DIM. & DIM. REQ'D TO LOCATE NUTPLATE (ENGRG. ERROR)		R1-6 69-3161 —
APPROVED [illegible]	3-26-57	PROD INFO.		1 THRU 199 301 THRU 1999 CHG EFF	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX NET)	MATERIAL	HEAT TREAT	FINISH	P.

CORRECT VIEWS & DIM. ON FACE OF DWG. AS SHOWN:
ADD DIM. AS SHOWN IN VIEW E-E.

ADCN R1-6 REPLACES ADCN R1-1

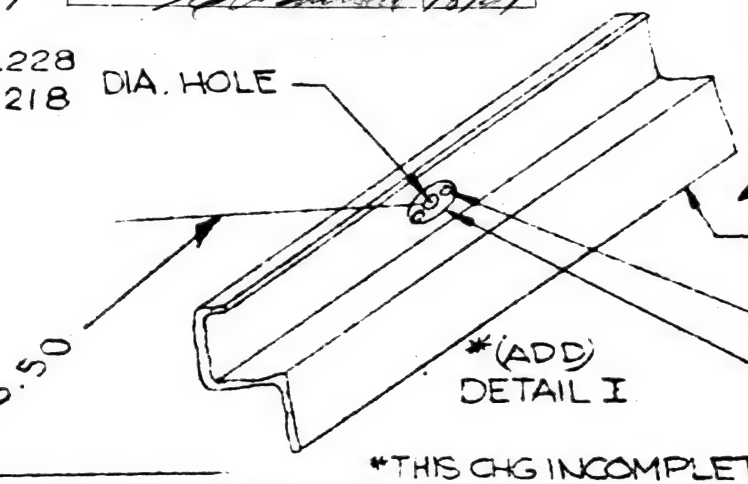
REASON: NUTPLATE WAS LOCATED ON BEND RADIUS (ROHR ENGR ERROR)



DETAIL I

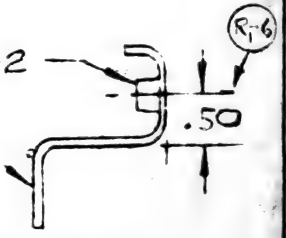
DRAFTED	B A Rockett	5/7/57
CHECKED	L ARTON	5/7/57
STRESS	[illegible]	5/7/57
APPROVED	[illegible]	5/8/57

.218 .228 .218 DIA. HOLE



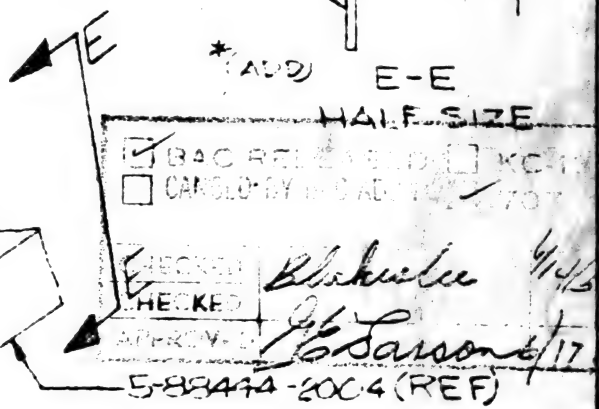
AFT FACE OF 8-8119-3000 (REF)

*(ADD) DETAIL I



5-88444-2004 (REF)

*(ADD) E-E HALF SIZE



*ADCN REF.

REWORK EXISTING PARTS NOT INSTALLED.

KC-135 NOT AFFECTED

*THIS CHG INCOMPLETE WITHOUT THE FOLLOWING:

ADCN	SHT	DWG	ADCN	SHT	DWG
R1-2	—	69-3161	R1-4	—	69-3161
R1-3	—		R1-5	—	

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO

BAC 964 C-88

581-503 581-126 AHP 6/18 D-7000

CONTROLS 7-12-57 ELR 81 5-20 71

MODEL 707		DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED B. LEDGERWOOD	5-24-7	RELEASE 7-15-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED D.M. Briggs	5-24-7	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED OLSON 6-3060	☐ DEVIATION ☐ VARIATION
APPROVED	5-24-7	PROD. INFO. P	REASON: CABLE LENGTH DETERMINED ON CLASS III MOCK UP
APPROVED			

ISSUE NO. A	STAND INSTL CONTROL PILOT & COPILOT DWG. TITLE		
CHG. NO. ITEM 95000	ADCN	DRAWING NO.	SHT.
SEC. NO. 51	~~10~~	~~50-5561~~	~~1~~
	~~9~~	~~50-5561~~	~~2~~
	12	50-5561	1
CHG. EFF. 1-199	10	50-5561	2

PARTS LIST ZONE	REPLACES	-4	-3	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
48-2		-2	-1	1	~~NAS303-25-1410~~ -1376	CABLE ASSY (HC)	B6-2	5				

SHT 1: CHG P/L AS SHOWN (12)

SHT 2:
IN ZN B6 CHG CALLOUT AS SHOWN

~~NAS 303-25-1410~~

NAS 303-25-1376 ← (10)

REPLACES ADCN 10-1 & 9-2
REASON: LENGTH WAS NOT CLEAR
DRAWN: B. LEDGERWOOD 7-2-7
REQUESTED: OLSON 6-3060 (ELR 2119)
CHECKED: D.M. Briggs
APPROVED: 7-5-7
P NO PARTS MADE, PLNG AFFECTED

P PLANNING AFFECTED

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 wms (6-3070) 5-27-7 64570 7-5-7 JPS-29-7 2-7000

3-65 IT (NOT PROCESS)

MODEL 707		6-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED C. ROSS	5/7/57	PRR 6-20-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED H. DARTON	5/7/57	6-20-57 BC B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS W. E. [illegible]	5/7/57	ROHR ENGRG REQUESTED	☐ DEVIATION ☒ VARIATION (ENGRG ERROR)
APPROVED			REASON: TO ELIMINATE INTERFERENCE WITH ADJACENT STRUCTURE
APPROVED [illegible]	5/8/57	PROD. INFO.	

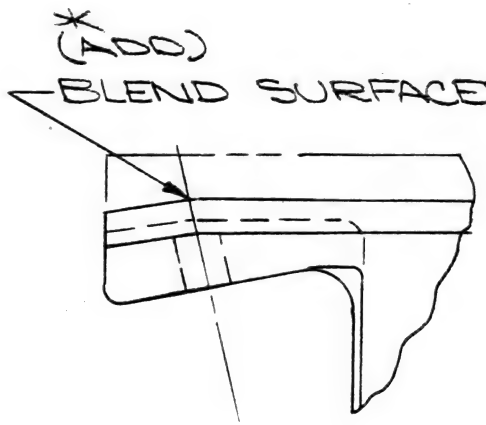
ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 10275	R1-2	65-4194	—
CHG. NO.			
SEC. NO. 77			
1 THRU 199			
301 THRU 1999			
CHG. EFF.			

DWG. TITLE: BRACKET ASSEMBLY NACELLE CONTROLS

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	. . . . .									

ADD NOTE FOR RAD. AS SHOWN BELOW



*2 B9 *ZN A10

*ASSY OF -3 ▷10

* ADCN REF

▷ RWK EXISTING DETAILED PARTS & ASSYS. KC-135 NOT AFFECTED

☐ BACKCHECK ☐ CANCEL

CHECKED B Blakeslee 6/14/57

APPROVED J E Larson 6/17/57

HP 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO

BAC 924 C-R5 581-392 (e)

2-71

CONTROLS

6-20-57

6-02 77

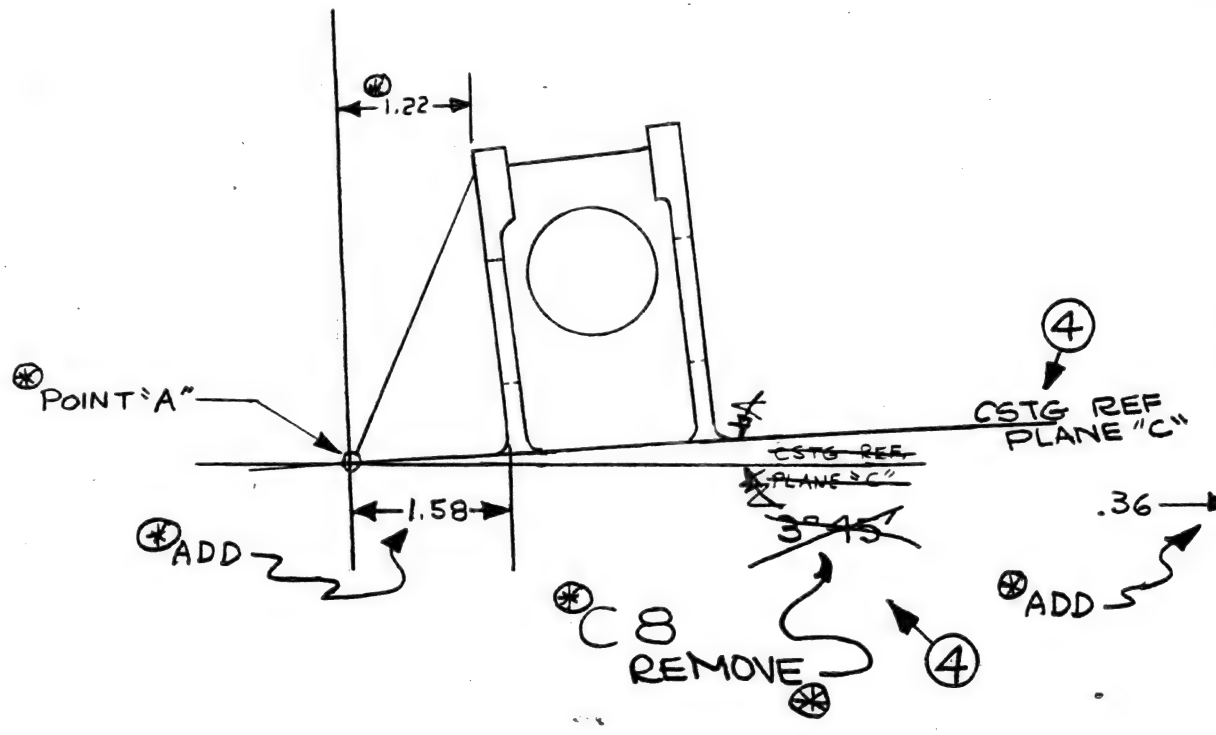
MODEL 707		DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED SEEGER JR OF	4-10-7	RELEASE 6-20-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED L.L. Shaeffer	4/11/57	B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED [illegible]	4/11/7	P	REASON: CSTG CONFIGURATION NOT DEFINED
APPROVED Barkley 4-11-57		PROD. INFO.	

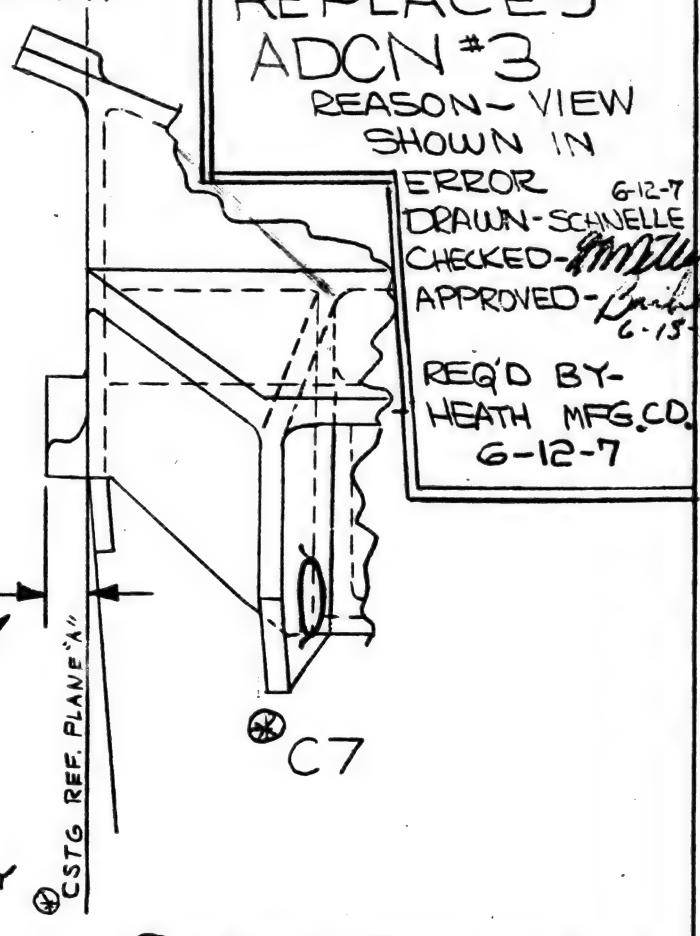
ISSUE NO.	DRAWING TITLE: BRACKET - UPPER, No 3 ENGINE CONTROL	
PRR 95000 CSTG. NO.	ADCN ~~3~~	DRAWING NO. 65-2944 — SHT.
SEC. NO. 77	4	65-2944 —
1 THRU 199 &		
301 THRU 1999 CHG. EFF.		

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE SEC. C7, ZN. D8 & SEC. C8, ZN. B8 AS SHOWN BELOW ~





REPLACES ADCN #3
REASON ~ VIEW SHOWN IN ERROR 6-12-7
DRAWN - SCHNELLE
CHECKED - [illegible]
APPROVED - Barkley 6-13-57
REQ'D BY - HEATH MFG. CO. 6-12-7

R ▷ JENSEN 6-4400 - RAVENNA METALS - MOREL FOUNDRY

P ▷ NO PARTS MADE

✱ ADCN REF ONLY JWSN 4/12 AHP 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

CONTROLS

3.70 1T

ELR NO.	MODEL NO.	DWG. REC. CLK	BOEING AIRPLANE COMPANY	ISSUE NO.	PULLEY BRACKETS POWER SYSTEMS CONTROL STAND
2117	707	7-12-57	ADVANCE DRAWING CHANGE NOTICE	ITEM 95000	DWG. TITLE ASSY OF
		RELEASE 7-12-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION	CHG. NO.	
B. LEDGERWOOD DRAFTED	7-2-7	B/P GROUP	REASON: FOR CABLE CLEARANCE	SEC. NO. 51	
D.M. Briggs CHECKED	7-5-7	NO CHANGE SEE BELOW		1-1999 CHG. EFF.	
STRESS					
APPROVED	7-5-7				

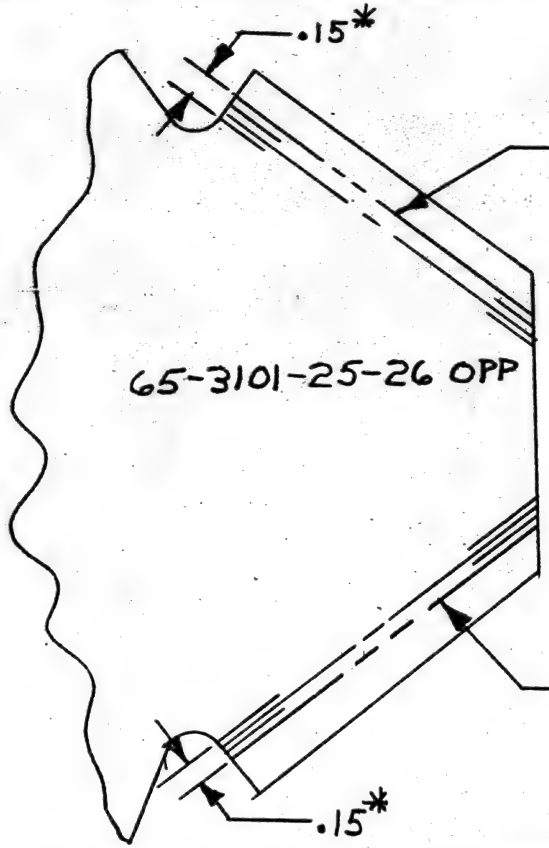
ADCN	DRAWING NO.	SHT.
2	65-3101	2

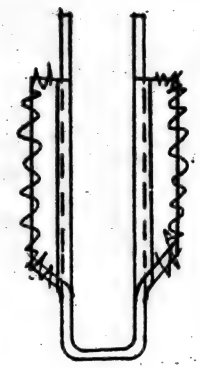
ORIGINATOR	PHONE	PLANNING	PHONE
REQ. OLSON 6-28-57	3110		
APP. C. Strunk			
DEPT. 6-3060 BOX NO. 81-15		BOX NO.	

ENGINEERING LIAISON REQUEST

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHG ZN B1 AS SHOWN





ASSY OF -9,-10 OPP

* ADCN REF ONLY

AHP 7/10/7

PROD. INFO. REWORK EXISTING ASSYS INSTALLED

STATUS OF TOOLS &/OR PLANNING			STATUS OF COMPLETED AIRP. &/OR PARTS

J Beatie 64510 7-5-7

6-28-57 315

1-50 3T REPRODUCIBLE TO IPD ONLY

MODEL 707	BM 7-11-57 DWG REC CLK	BOEING AIRPLANE COMPANY		CONTROL SYSTEM INSTALLATION	D D A
DRAFTED N.P. WEED.	RELEASE	DRAWING DEPARTURE AUTHORIZATION	ISSUE No.	DWG TITLE THRUST REVERSER	
CHECKED	B/P GROUP	THE DWG WILL NOT BE CHANGED		DDA No. 1	DRAWING No. 65-4259
STRESS	REQUESTED PEARSON R.	REASON: NEW HI-TEMP BEARING NOT AVAILABLE AT THIS TIME	CHG. No. 7822		
APPROVED	PROD INFO		SEC. No.		
APPROVED	SHOP INFO		CHG EFF		
APPROVED	ELR OR DCR				

PARTS LIST ZONE	REPLACES 65-4259		REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		✓	2	~~BS42ZZ-2ST~~	~~BEARING (BAC B10A-610)~~	A6	~~MARLIN ROCKWELL CORP JAMESTOWN N.Y. (OR EQUIV.)~~				
		✓	1	~~REP4F5-2~~	~~BEARING ROD END (BAC B10A-640)~~	C3	~~MARLIN ROCKWELL CORP. JAMESTOWN N.Y. (OR EQUIV.)~~				
		✓	3	~~KP4A-7-5T~~	~~BEARING BAC-B10A-620)~~	~~A4~~ C7	~~MARLIN ROCKWELL CORP JAMESTOWN N.Y. (OR EQUIV.)~~				
		✓	2	B542 ✳	BEARING (BAC-B10A-30DD)		FAFNIR BRG CO. NEW BRITIAN CONN (OR EQUIV.)				
		✓	1	RE4F5 ✳	BEARING ROD END. (BAC. B10A-77		FAFNIR BRG CO. NEW				
		✓	3	AN201KP4A ✳	SINGLE ROW BALL BEARING.						

✳ REMOVE NON-METALLIC SEALS & REPACK WITH SHELL. 21176A SILCONE GREASE. OPTIONAL REPLACE NON-METALLIC SEALS WITH TEFLON SEALS

▶ FIRST TWO UNITS MFG'D BY ROHR. ONLY

▶ FIRST FOUR UNITS MFG'D BY I.P.D. ONLY

6-69 1T

ADCN

MODEL 707		DWG. REC. CLK 7-3-57	
DRAFTED E. SEYMOUR	7-1-57	RELEASE RTL 7/3/57	
CHECKED		B'P UNIT 7-3-57 CF	
STRESS		REQUESTED	
APPROVED			
APPROVED A.R. Swidwith	7-2-57	PROD. INFO.	

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

ADVANCE DRAWING CHANGE NOTICE

THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO BRING TAB BLOCK UP TO DATE

ISSUE NO B	DWG. TITLE END PLATE-UPPER CONTROL STAND ASSY OF		
CHG. NO. PRR 9500	ADCN 2	DRAWING NO. 69-1930	SHT —
SEC. NO. 51			
NOTED			
CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE TAB BLOCK TO READ AS SHOWN:

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
51		65-1795	707				

7-2-57

7-20 24T

MODEL	KC-135		
DRAFTED	W.L. SMITH	6-3-57	
CHECKED	R. Witsil	6/10/57	
STRESS			
APPROVED	D Mayer	6/21/57	
APPROVED		6/21/57	

DWG. REC. CLK 6-25-57
RELEASE 6-25-57
B/P GROUP 6-7000
REQUESTED
P PROD. INFO.

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO COMPLETE CABLE FINISH INFO IN GEN NOTES FOR COMPLIANCE WITH D-15280 (PAR. 3.10.4)

ISSUE NO. PRR 9500
CHG. NO.
SEC. NO.
55-3118 & ON
CHG. EFF.

DWG. TITLE

ADCN	DRAWING NO.	SHT.	
32	5-86801	1	90
13	5-86803	1	78
9	5-86804	1	60
5	5-86805	1	64
6	5-86806	1	73
8	5-86807	1	71
17	5-86809	1	82
5	5-86811	1	82
9	5-86812	1	69
4	5-86814	1	61
9	50-2420	1	62
10	50-2423	1	71
5	50-2445	1	54
11	5-86813	1	66
8	5-86816	1	69
8	5-86819	—	62

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	~~MATERIAL~~	~~HEAT TREAT~~ ~~FINISH~~	P

CHANGE THE GEN NOTE WHICH CALLS FOR CABLE LUBRICATION TO READ AS FOLLOWS:

" LUBRICATE THOSE PORTIONS OF CONTROL CABLES THAT TRAVEL OVER DRUMS, PULLEYS, QUADRANTS, & THRU FAIRLEADS, GROMMETS, & SEALS PER BAC 5008 TYPE 9.
APPLY PROTECTIVE COATING CONFORMING TO MIL-C-16173 GRADE I TO ALL OTHER PORTIONS OF CABLES. "

P EXISTING INSTL'S ARE SATISFACTORY

REF DCN "B" ON 5-86810 SHEET 1

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BODY

2.58

MODEL 707		7-11-57 DWG. REC CLK	BOEING AIRPLANE COMPANY
DRAFTED DUDGEON	7/5/7	RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED R Hunt	7/5/7	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		6-7000 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		P	REASON: TO CORRECT FINISH CALLOUT
APPROVED Bailey 7-6-57		PROD. INFO.	

ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 9500	1	66-1867	—
CHG. NO.			
SEC. NO. 53			
1 THRU 1999			
CHG. EFF.			

PULLEY BRACKET THROTTLE BL 8.30
DWG. TITLE STA 600N-ASSY OF

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	. . . . .		-3	BRACKET			5 RF 2115		F~~2~~3	

CHANGE P/L AS SHOWN:

P AIRP 001 E ON MUST COMPLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

8-7000

CONTROLS

7-2-57

2-80 ② ELR 115335 2T

MODEL	707		
DRAFTED	WILLAFORD	4-12-7	
CHECKED	D M Briggs	4-15-7	
STRESS			
APPROVED	Kuehl	4-15	
APPROVED			

DWG. REC. CLK. 5-6-57 — RELEASE 2-52 2C7-3-57 — 7-3-7 C/P B/P GROUP — OLSON 6-3060 REQUESTED — P PROD. INFO.

BOEING AIRPLANE COMPANY

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☐ VARIATION

REASON: SCREWS INTERFER WITH CABLE

ISSUE NO.	
CHG. NO.	ITEM 95000
SEC. NO.	53
CHG. EFF.	1-399 & 501-1997

DWG. TITLE: SWITCH INSTL THROTTLE OPERATED STA 360-380

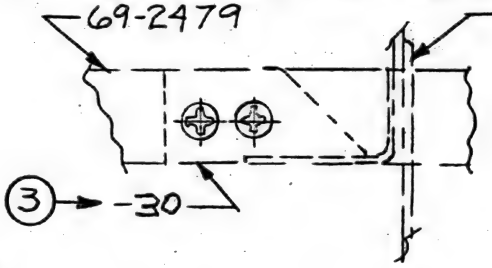
ADCN	DRAWING NO.	SHT.
~~3~~	~~65-2173~~	~~1~~
~~2~~	~~65-2173~~	~~1~~
4	65-2173	1
~~3~~ 9	65-2173	2

ADCN C

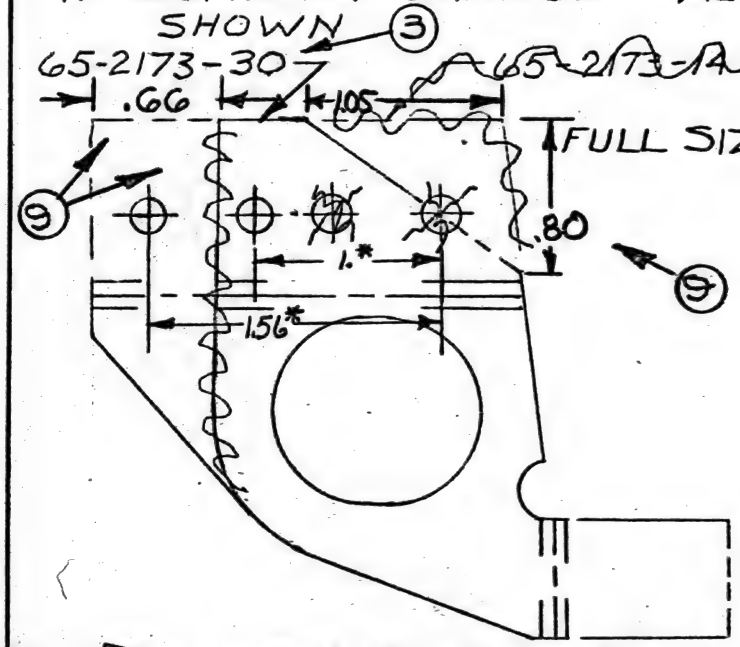
PARTS LIST ZONE	REPLACES	65-2173	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
18		✓	~~2~~	~~-14~~	~~CLIP-ACTUATOR~~	~~A9-2~~	~~.063×2.8×2.8~~	~~2~~	~~T4~~	~~F2.115~~	~~R~~
	-14 ④	✓	2	-30	CLIP-ACTUATOR	A9-2	.063×2.8×3.4	2	T4	F2.115	R

CHANGE P/L AS SHOWN

IN ZONE C4 CHANGE AS SHOWN

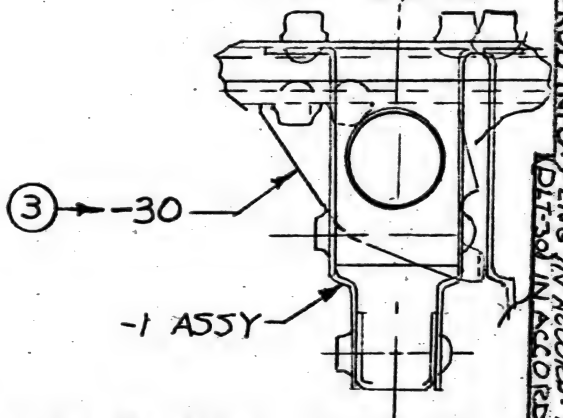


IN ZONE A9 CHANGE AS SHOWN



IN ZONE A4 CHANGE AS SHOWN

HALF SIZE*



P SCRAP EXIST. 65-2173-14 PARTS

NEW PLNG REQ'D - RWK COMP. INSTLS.

ADCN 4 SHT 1 REPLACES 3

ADCN 3 SHT 2 REPLACES 2

REASON: RELEASE U. SUPPLIED WRONG DASH NO.

DRAFTED: WILLAFORD 4-25-57

CHECKED: K O'Malley 4-26-57

APPROVED: [illegible] 5-2-57

ADVANCE COPIES ONLY RELEASED

REPLACES ADCN 3 ON SHT 2

ADDED DIMS AS SHOWN TO -30

REASON: PART CAN'T BE MADE REQ'D. CHAMBERLIN EUR 176484

DRAWN: D. STEWART 6-22-57

CHECKED: B Burnside 6-23-57

APPROVED: Cronk 6-24-57

PROD INFO: PLNG W/ ACCORD. TOOL DLT-30 IN ACCORD (FEELER)

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
				T JMH 4/9 6/28/7			

BAC 924 C-R5

TKG-4510 6/16/7 TKG-4510 6/24/7 ⑨

RDC 4/22/7

2-7000

10-75 IT

MODEL 707		DWG. REC CLK 7-2-57	BOEING AIRPLANE COMPANY
DRAFTED R. HARDING	6-20-57	RELEASE EXH 7/3/57	ADVANCE DRAWING CHANGE NOTICE
CHECKED Hunt	6/20/7	B/P GROUP 7-3-7-B	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED 707 CONTROLS	☐ DEVIATION ☒ VARIATION
APPROVED D E Downey	6/23/7	PROD. INFO. ▷	REASON: TO ADD RELEASES FOR AA & TWA
APPROVED D E Hage	6-24-7		

ISSUE NO.	DWG TITLE CONTROL INSTALLATION ENGINES		
	ADCN	DRAWING NO.	SHT.
CHG. NO. 09291	7	50-8709	1
SEC. NO.			
CHG. EFF. NOTED			

PARTS LIST ZONE	REPLACES	-79	-77	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW		8 ▷	2	65-6416	VALVE INSTL.	D8					
	NEW	8 ▷		2	65-6416-1	VALVE INSTL.	D8					

CHANGE PARTS LIST AS SHOWN ABOVE:

CHANGE NOTES AS SHOWN:

~~8 ▷ USE ON AIRPLANES 101-199~~

8 ▷ USED ON AIRPLANES 101-199 & 401-499

~~10 ▷ USED ON AIRPLANES 1-99 & 301-1999~~

10 ▷ USED ON AIRPLANES 1-99 & 301-399 & 501-1999

ADD TO ENGINE START SYSTEM RIGGING INSTRUCTIONS:

3. WITH RIGGING PIN 4 ▷ INSERTED THRU 65-2320 & 65-2319-1 BRACKET & $\frac{3}{16}$ RIGGING PIN INSTALLED THRU 66-4449 ARM & 10-60003 VALVE, ADJUST & INSTALL 66-4450 ROD. TIGHTEN CHECK NUT & REMOVE RIGGING PINS. (THIS NOTE APPLIES TO AIRPLANE 101-199 & 401-499 ONLY).

▷ ADDITION OF BAJIC RELEASE FOR AA & TWA

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND

BAC 924 C-R3

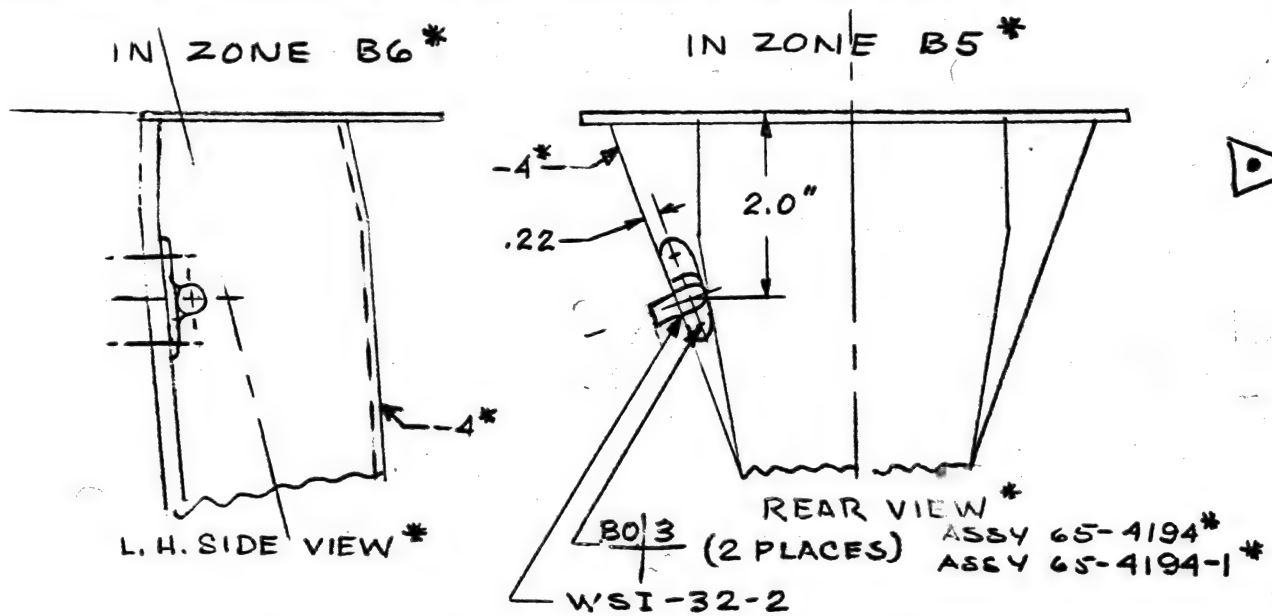
1-66 17

MODEL 707			BOEING AIRPLANE COMPANY
DRAFTED T. BURDO	7/1/57	ENG REL CLR	ADVANCE DRAWING CHANGE NOTICE
CHECKED	7/10/-	PR CLASS	
STRESS G. Saier	7/14/57	MFP GROUP C-7000 DONALDSON REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED Donaldson	7/11		REASON: ADD NUTPLATE FOR FIRE DETECTOR ELEMENT
APPROVED		PROD. INFO.	

ISSUE NO.	BRACKET ASSY NACELLE CONTROLS		
	DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
PRR 10453. CHG. NO.	2	65-4194	—
SEC. NO. 77			
1-199			
301 — 1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	-1	65 4194	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	✓	1	WSI-32-2	NUT, SPACER PLATE BAC-N10DZ-3-20			▷			

CHANGE P/L AS SHOWN ABOVE
CHANGE PICTURE AS SHOWN BELOW.



▷ WESTERN SKY INDUSTRIES, P.O. BOX 300 HAYWARD, CALIF.

* ADCN REF ONLY

AH 7/15/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

3-6077

MODEL 707		7-17-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	ISSUE NO.	PANEL ASSEMBLY— UPPER SIDE, CONTROL STAND DWG. TITLE
DRAFTED V. LEVACK	7-12-57	7-17-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE ADCN	PRR9500 CHG. NO.	ADCN 5 / DRAWING NO. 65-1794 / SHT. 1
CHECKED		7-17-5700 B/P UNIT	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	SEC. NO. 51	
STRESS		REQUESTED	REASON: TO BRING TAB BLOCK UP TO DATE	NOTED	
APPROVED					
APPROVED A D Sudduth	7-15-57	PROD. INFO.		CHG. EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE TAB BLOCK TO READ AS SHOWN

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
51		65-1795	707				1 & 2

ADCN

CONTROLS 8-55 REJ TAG 137303

MODEL 707		777-8-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED STARK	7-1-57	7C7-8-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED J B Sullivan	7-1-57	7-8-57 CB B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		6-4800 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED			REASON: PART REQUIRES PROTECTIVE FINISH
APPROVED Barkley 7-9-57		P PROD. INFO.	

ADCN

ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 95000 CHG. NO.	1	69-1000	—
51 SEC. NO.			
1-1999			
CHG. EFF.			

DWG. TITLE BRACKET THROTTLE PULLEY ASSY STA 777

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	X
			-3	BRACKET THROTTLE PULLEY					~~P C.I.C.~~ F2.5	

CHANGE FINISH CALLOUT AS SHOWN

P

A/P 001 & ON MUST COMPLY

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 524 C-RS

LK 7/9

CONTROLS

5-70 IT COORD. SHT. CX10-104

MODEL 707		DWG. REC. CLK. (07 C-26-57) EXA 6/26/57	BOEING AIRPLANE COMPANY
DRAFTED W. SCHOLLHORN	6-8-57	RELEASE 6-26-57 CC	ADVANCE DRAWING CHANGE NOTICE
CHECKED J. RASNACK	6-18-57	R&E GROUP WATANABE 6-3060 REQUESTED	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS			☐ DEVIATION ☐ VARIATION
APPROVED	6/19/57	P	REASON: WIRE ROUTING PROVISIONS
APPROVED	6-20-7	PROD. INFO.	(REF. COORD. SHT CX10-104)

ADCN

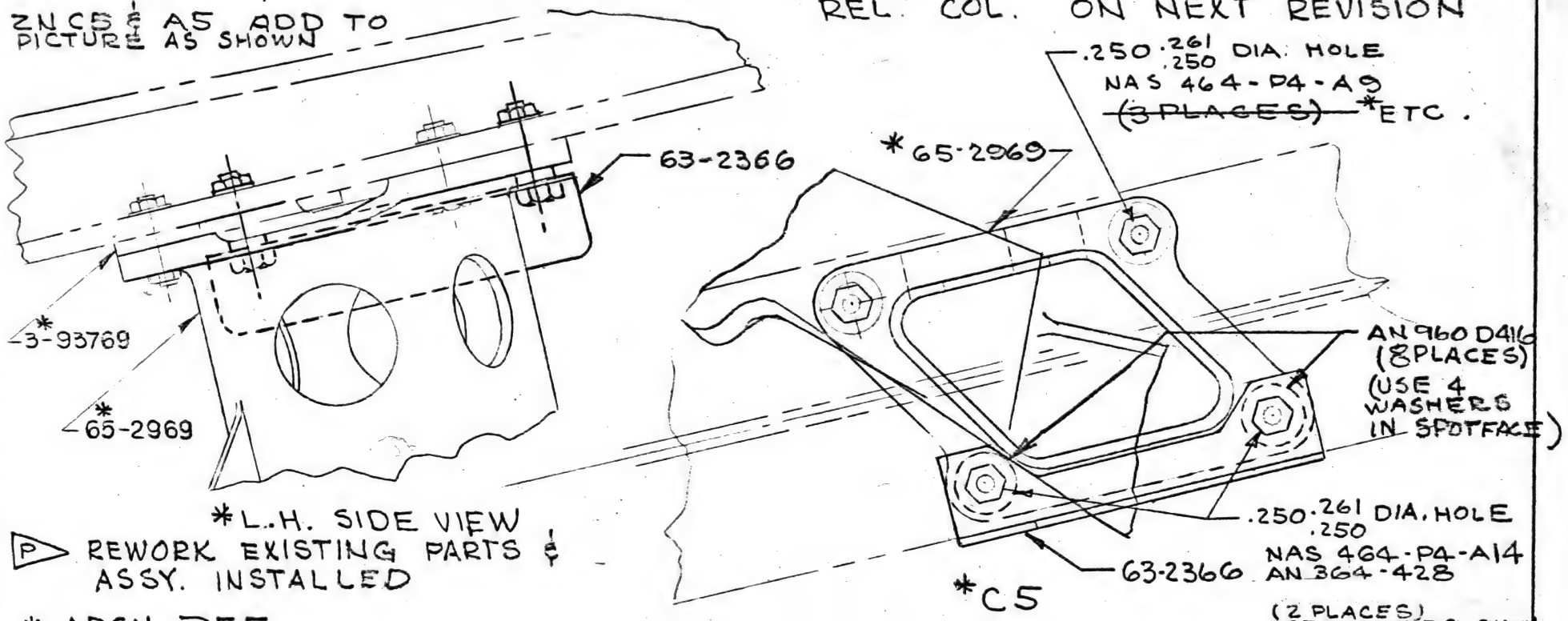
ISSUE NO.	ADCN	DRAWING NO.	SHT.
P.R.R. 95000	1	65-2870	-
CHG. NO.			
SEC. NO. 79			
1-199 & 301 - CHG. EFF. 1999			

BRACKET INSTL. NO 4 ENGINE CONTR
DWG. TITLE UPPER

PARTS LIST ZONE	REPLACES	65-2870	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		X ✓	Ø 1	NAS-464-P4-A9	BOLT- CLOSE TOL.						
		✓	2	NAS-464-P4-A14	BOLT- CLOSE TOL.						
	INCREASE QTY AS SHOWN	✓	8	AN960D416	WASHER						
	(NEW)	✓	1	63-2366	ANGLE-BRACKET						

ADD TO P/L AS SHOWN ABOVE: ALSO ADD CHECK-OFF TO EXISTING PARTS IN REL. COL. ON NEXT REVISION

ZN C5 & A5 ADD TO PICTURE AS SHOWN



*L.H. SIDE VIEW

P REWORK EXISTING PARTS & ASSY. INSTALLED

* ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

64510 6-20-7

AH 6/24

2-7000

CONTROLS

3-64 11 COORD. SHT. CX10-100

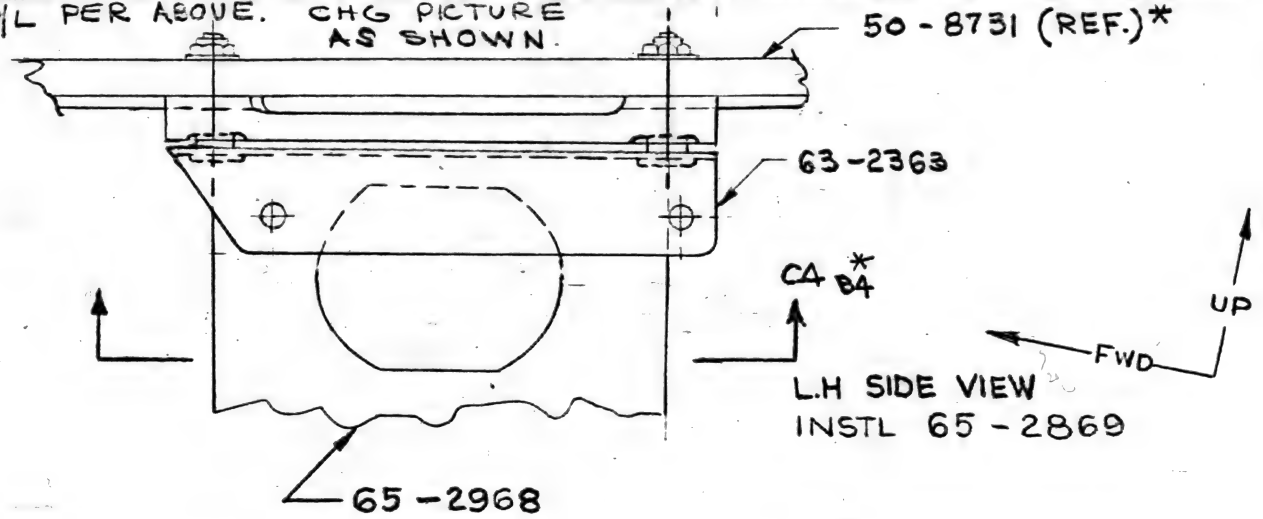
MODEL 707		ND 6-3657 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED W. SCHÖLLHORN	4-8-57	6W6-26-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED W. SOUTHEY	4-25-57	6-26-57CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		WATANABE 6-3060 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED	6/19/57	O.S.A.	REASON: WIRE SUPPORT NEEDED (REF. COORD. SHT. CX10-100
APPROVED		PROD. INFO.	

ISSUE NO.	BRACKET INSTL - NO.1 ENGINE CONTROL. UPPER DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
CHG. NO. 95000	1	65-2869	-
SEC. NO. 79			
1-199 &			
301-1999 CHG. EFF.			

ADCN

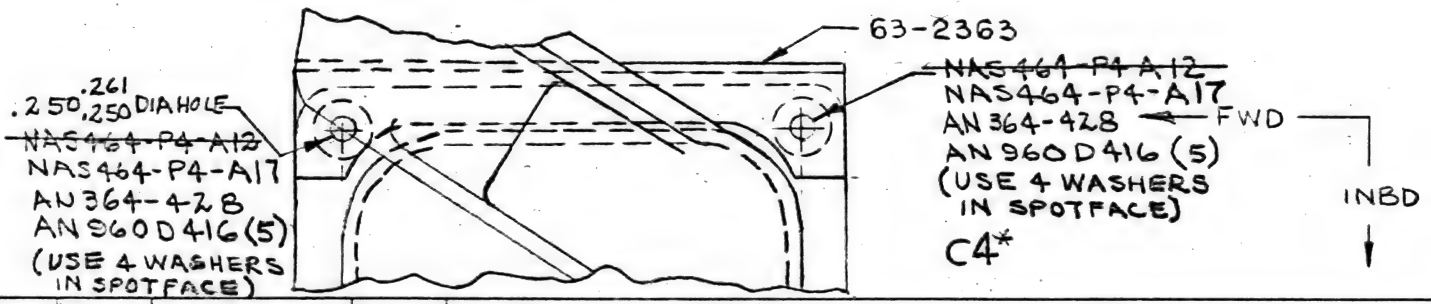
PARTS LIST ZONE	REPLACES	65-2869	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	V	1	63-2363	BRACKET						
INCREASE QTY AS SHOWN		V	8	AN960D416	WASHER						
	~~———~~	V	~~2~~	~~NAS464-P4-A12~~	~~BOLT-MACHINE~~						
		V	2	NAS464-P4-A17	BOLT MACHINE						

CHG P/L PER ABOVE. CHG PICTURE AS SHOWN.



L.H SIDE VIEW
INSTL 65-2869

P REWORK EXISTING PARTS & ASSEMBLIES INSTALLED, CLASS III MOCKUP IN ACCORD



*ADCN REF ONLY

HP 6/28

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

Boeing 6490 6-20-7

2-7000

CONTROLS

COORD. SHT CX10 - 40 2-60

ADCN

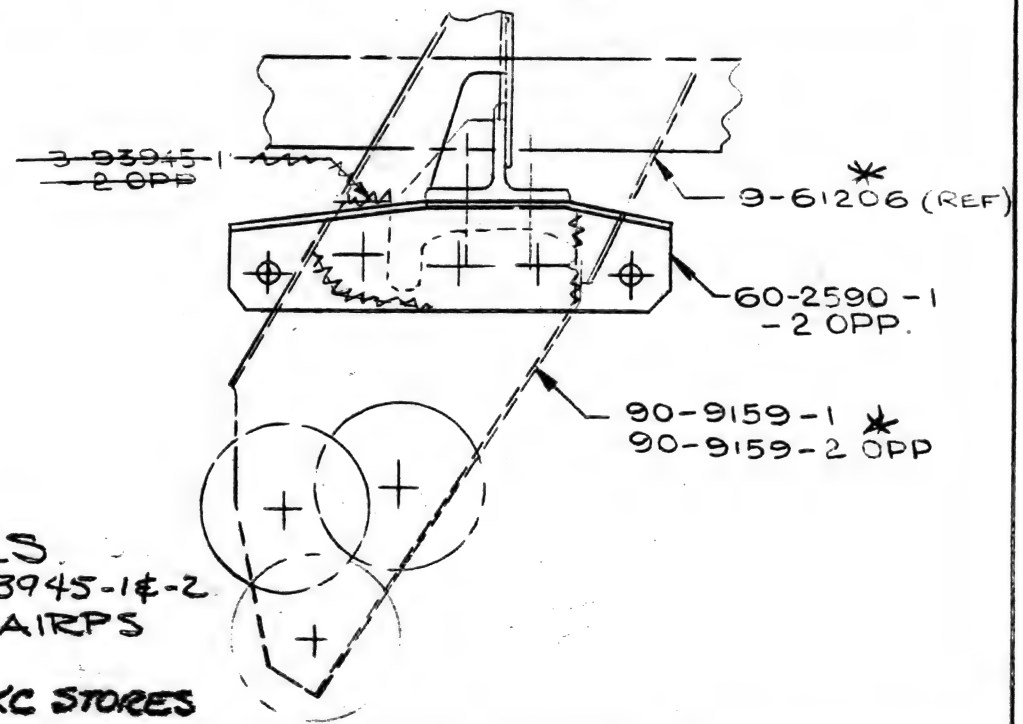
MODEL 707		7-8-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED W. SCHOLLHORN	6-11-57	EXM 7/8/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED DAMOLL	6227	7-9-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		6-3060 WATANABE REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED Peterson	6/27/57	P O.S.A. PROD. INFO.	REASON: SUPPORT NEEDED FOR ALTERNATOR CABLES
APPROVED			(REF. COORD SHT CX-10-40)

ISSUE NO.	BRACKET INSTALLATION THROTTLE CONTROL F.S. STA 561.779 DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
CHG. NO. 95000	1	90-9160	-
SEC. NO. 24			
CHG. EFF. 1-1999			

PARTS LIST ZONE	REPLACES	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			✓	1	~~3-93945-1~~	~~SUPPORT ANGLE~~						
		✓		1	~~3-93945-2~~	~~OPP 3-93945-1~~						
NEW	3-93945-1		✓	1	60-2590-1	SUPPORT ANGLE						
NEW	3-93945-2	✓		1	60-2590-2	OPP 60-2590-1						

CHANGE P/L AS SHOWN ABOVE.
REPLACE SUPPORT ANGLE 3-93945-1 & -2 OPP WITH SUPPORT ANGLE 60-2590-1 & -2 OPP.

IN REAR VIEW & LH SIDE VIEW CHANGE 3-93945-1, -2 OPP PICTURE & CALLOUT TO 60-2590-1, -2 OPP. PICTURE & CALLOUT AS SHOWN.



P REWORK EXISTING ASSEMBLIES INSTALLED. SCRAP EXISTING 3-93945-1 & -2 PARTS INSTALLED ON 707 AIRPS

* ADCN REF. ONLY

RETURN PART NOT INSTALLED TO KC STORES

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

2-7000

CONTROLS

5-70 IT COORD. SHT. CX10-104

MODEL 707		707 C-26-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED W. SCHOLLHORN	6-8-57	EXA 6/26/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED J. RASNACK	6-18-57	6-26-57CC R & E GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		WATANABE 6-3060 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED	6/19/57	P	REASON: WIRE ROUTING PROVISIONS
APPROVED	6-20-7	PROD. INFO.	(REF. COORD. SHT CX10-104)

ADCN

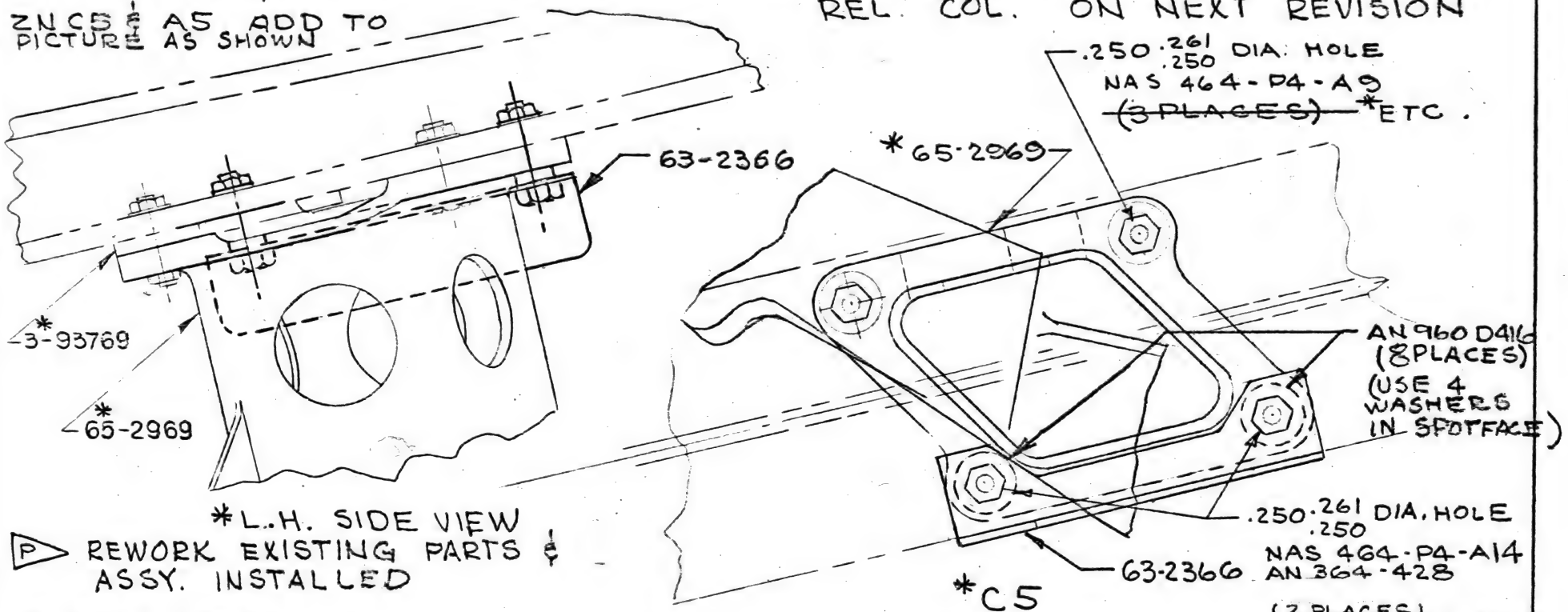
ISSUE NO.	ADCN	DRAWING NO.	SHT.
P.R.R. 95000 CHG. NO.	1	65-2870	-
SEC. NO. 79			
1-199 & 301 - CHG. EFF. 1999			

DWG. TITLE BRACKET INSTL. NO 4 ENGINE CONTR UPPER

PARTS LIST ZONE	REPLACES . . .	65-2870	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		X ✓	~~2~~ 1	NAS-464-P4-A9	BOLT- CLOSE TOL.						
		✓	2	NAS-464-P4-A14	BOLT- CLOSE TOL.						
	INCREASE QTY AS SHOWN	✓	8	AN960D416	WASHER						
	(NEW)	✓	1	63-2366	ANGLE-BRACKET						

ADD TO P/L AS SHOWN ABOVE: ALSO ADD CHECK-OFF TO EXISTING PARTS IN REL. COL. ON NEXT REVISION

ZNCS & AS ADD TO PICTURE AS SHOWN



*L.H. SIDE VIEW

P REWORK EXISTING PARTS & ASSY. INSTALLED

* ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

64510 6-20-7

AM 6/24 2-7000

CONTROLS

1-80

ELR NO.	MODEL No.	DWG. REC. CLK	RELEASE	B/P GROUP
812	707	6-24-57	6-25-57	6-25-57B

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION

REASON: TO PROVIDE PROPER FINISH

ISSUE NO.	A	
CHG. NO.	PRR 95000	
SEC. NO.	53	
CHG. EFF.	1-1999	
DWG. TITLE	PULLEY BRACKET THROTTLE CONTROL - STA 600 LWR	

ADCN	DRAWING NO.	SHT.
4	50-10277	—

DRAFTED	D Barr	6/15/57
CHECKED	R Dust	6/18/57
STRESS		
APPROVED	Bailly 6-20-57	

NO CHANGE SEE BELOW

ORIGINATOR	PHONE
REQ.	
APP. W. Schurer	4192
DEPT. 6-4800 BOX NO. 90-19	

ENGINEERING LIAISON REQUEST

PLANNING	PHONE
PEKASKY	3469
BOX NO. 9170	

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			-5						~~F-330~~ SRF 3.30	

AHP 8/24

PROD. INFO. ~~AHP 8/22 APPLIED BY INSP. DEPT.~~ APL 001 & ON MUST COMPLY

STATUS OF TOOLS &/OR PLANNING: DETAIL | PLANNING AFFECTED | REWORK PARTS INSTALLED

STATUS OF COMPLETED AIRP. &/OR PARTS

JUN 17 1957 1.30

BODY

6-64

REJ TAG 308805

MODEL 707		BT 6-24-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED G. BERESFORD	6/13/57	EZ 6/25/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED R.L. Anderson	6/15/57	4.25.57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REJ TAG 308805 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED			REASON: JOG ISN'T NECESSARY & INTERFERES WITH 5-73128-3050.
APPROVED Carter	6/17/57	P PROD. INFO.	

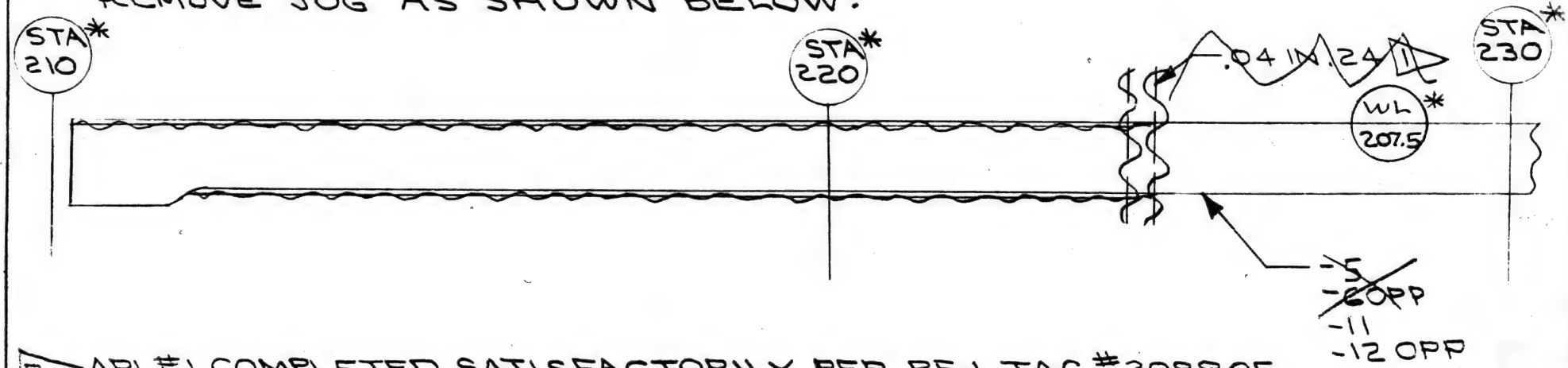
ISSUE NO.	DWG. TITLE: BEAM INSTL THROTTLE STAND BL 3.60, STA 210-252.6		
	ADCN	DRAWING NO.	SHT.
95000 CHG. NO.	5	69-1026	—
SEC. NO. 41			
I & ON CHG. EFF.			

PARTS LIST ZONE	REPLACES -2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~5~~		✓	~~1~~	~~-5~~	~~CHORD-UPPER~~						
~~6~~	✓		~~1~~	~~-6~~	~~OPP-5 (EXCEPT AS NOTED)~~						
5	-5	✓	1	-11	CHORD-UPPER		AND 10134-1005 x 42.4 LG	3	—	F-2.31	S
6	-6 ✓		1	-12	OPP-11 (EXCEPT AS NOTED)						

CHG P/L AS SHOWN ABOVE:

CHG -5,-6 OPP TO -11,-12 OPP ALL PLACES.

REMOVE JOG AS SHOWN BELOW:



P APL# 1 COMPLETED SATISFACTORILY PER REJ TAG # 308805. SEE MRA # 54626 FOR APL # 2 & 3. SCRAP EXISTING PARTS NOT INSTALLED EXCEPT AS NOTED ON MRA # 54626.

*ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 934 C-RR

914

DI 7/16/57

11-20 3T (1A)

MODEL 707		DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED G. OSTERLOH	4/8/57	RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED T. BURDO	4/8/57	B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
E T Faber	4/8/57	DONALDSON C-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED Donaldson	4/8/57		
APPROVED Kellogg	4-22-57	PROD. INFO.	

REASON: PARTS OMITTED FROM P/L-MATCH MATING PART F SUPERSEDE ADCN NO.1

ISSUE NO.	CHG. NO.	SEC NO.
PRR 95000	1-199 301-1999	71

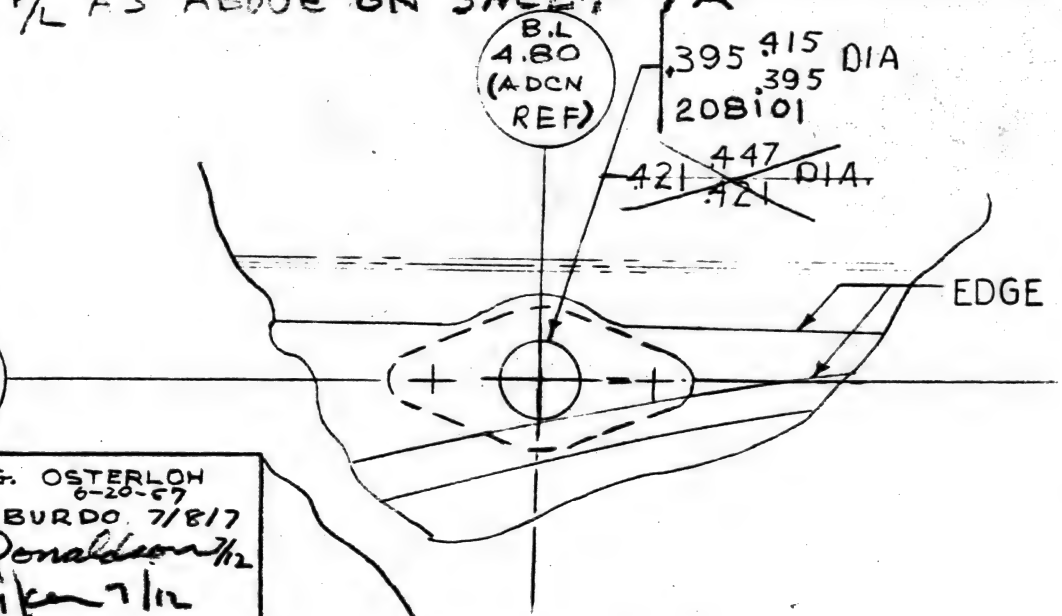
MID FAIRING INSTALLATION ENG NAC STRUT
DWG. TITLE

ADCN	DRAWING NO.	SHT.
~~1~~	~~5-88795~~	~~1A~~
1	5-88795	2A
4	5-88795	1A

ADCN 50

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
(7)	~~NEW~~	~~-~~	~~1~~	~~65-4105~~	~~FIRE DETECTOR INSTL MID FAIRING~~						
	NEW	-3001	1	65-5677-1	SEAL INSTL	B72A					
	NEW	-3002	1	65-5677-2	SEAL INSTL	B72A					

CHANGE P/L AS ABOVE ON SHEET 1A



IN ZONE C9 SHT 2A CHANGE HOLE CALLOUT AS SHOWN AT B5

B5
HINGE STA 171.42 (REF)

(4) ADCN NO 2 WILL NOT BE RELEASED ON SHT 2A.

USE OF EXISTING PARTS PERMITTED WITH LARGER HOLE.

JMN 7/15

DRAFTED — G. OSTERLOH 6-20-57
CHECKED - T. BURDO 7/8/57
APP. E T Faber 7/12
APP. Donaldson 7/12
APP. Kellogg 7/12
PRR 10453

ADCN 4 REPLACES ADCN 1 SHT 1A

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

BP 6-4510 4-15-7

2-7000

5.63 27 NOT PROCESS

MODEL 707		DWG. REC. CLK. 11-7-57	BOEING AIRPLANE COMPANY, SEATTLE 14, WASHINGTON
DRAFTED R. MATTESON	5/23/57	RELEASE 12/12/57	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON	5/29/57	B/P UNIT 12-15-57 BB	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS W. Eckert	5/28/57	REQUESTED ROHR 4-1302	☐ DEVIATION ☒ VARIATION
APPROVED [illegible]	5/29/57	PROD. INFO.	REASON: MAINTAIN MANUFACTURING TOLERANCES (MFG. FACILITY)
APPROVED [illegible]	5/29		FORE & AFT SKINS SPLIT TO

ISSUE NO.	FWD. FAIRING NACELLE ASSEMBLY OF (DWG. TITLE)		
ITEM 7142 CHG. NO.	ADCN	DRAWING NO.	SHT.
71 SEC. NO.	R-6	50-8281	1
1 THRU 199 501 THRU 1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES		REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
1-23		50-8281 ✓	1	-22	DOUBLER-SKIN STA 111.20	C6-2	.040x1.60x43	2	–	SRF 2.115	R
1-56		✓	1	-55	DOUBLER-DOOR DIP STICK	E11-2	.040x10.5x15.0	2	–	SRF 2.115	R
1-67		✓	1	-66	FILLER-FRAME STA 117.50	C5-2	.016x1.60x40.00	3	–	SRF 12.207	R
1-66		✓	1	-65	FILLER-FWD FRAME	B7-2	.016x2.10x34.00	1	–	SRF 2.115	R
NEW	-22	✓	1	-806	DOUBLER-SKIN STA 111.20	A4-3	.040x1.60x41.20	2	–	SRF 2.115	R
NEW	-22	✓	1	-807	DOUBLER-SKIN FLANGE	A4-3	.040x1.60x1.8	2	–	SRF 2.115	R
NEW	-65	✓	1	-808	FILLER-FWD FRAME	A11-3	.016x2.10x29.6	1	–	SRF 2.115	R
NEW	-65	✓	2	-809	FILLER-FWD FRAME FLANGE	A11-3	.016x2.10x2.20	1	–	SRF 2.115	R
NEW	-66	✓	1	-810	FILLER-FRAME STA 117.50	A2-3	.016x1.60x35.20	3	–	SRF 12.207	R
NEW	-66	✓	2	-811	FILLER-FRAME FLANGE	A2-3	.016x1.60x2.40	3	–	SRF 12.207	R
NEW	-55	✓	1	-812	DOUBLER-DOOR DIP STICK	A4-3	.040x10.5x14.20	2	–	SRF 2.115	R
NEW	-55	✓	1	-813	DOUBLER-FLANGE	A4-3	.040x10.5x2.0	2	–	SRF 2.115	R

REVISE PARTS LIST AS SHOWN

★ADCN REF

REWORK EXISTING PARTS & ASSY'S NOT INSTALLED. KC-135 NOT AFFECTED

☐ BAC RELEASED ☐ KC-135 ★
☐ CANCELED BY BAC ADCN ☑ 707
707 STR. EB Keefer 6-25-57
CHECKED Blakeslee 6/25/57
CHECKED
APPROV'D B E Larson 6/28/57

THIS CHG. INCOMPLETE WITHOUT:

ADCN	SHT	DWG.
R1-1, R1-5	1	50-8281
R1-3	2	50-8281
R1-2, R1-4, R1-5	3	50-8281
R1-3	2A	4-5177
R1-4	2A	4-5181
R1-12	100	5-85655

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG

BAC 924 D-R4

NOT PROCESS

MODEL 707		BM 7-11 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED J.W. BEST	5/17/57	RH 7/12/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED Dalton	5/17/57	7-10-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS [illegible]	5/17/57	ROHP 4-1346 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED [illegible]	6/3/57	X PROD. INFO.	REASON: WORK HARDENED MTL CANNOT BE PROPERLY FORMED (MFG FACILITY)
APPROVED [illegible]	5/24/57		

ADCN R1-7

ISSUE NO.	DWG. TITLE FORWARD FAIRING NACELLE ASSEMBLY OF		
	ADCN	DRAWING NO.	SHT.
ITEM 7142 CHG. NO.	~~R1-7~~	~~50-8281~~	~~1~~
SEC. NO. 71	8	50-8281	1
1 THRU 199 301 THRU 1999			
CHG. EFF.			

PARTS LIST ZONE	REPLACES . . .	50-8281	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
1-6		✓ X	1	-5	WEB - FWD FRAME	B7-2	.040 X 18.0 X 16.0	X	—	SRF 12.207	R
1-8		✓ X	1	-7	CHORD - LOWER FWD FRAME	B8-2	.040 X 2.0 X 28.	X	—	SRF 12.207	R
1-28		✓ X	1	-27	WEB - FRAME-STA 117.50	C5-2	.050 X 19 X 21	X	—	SRF 12.207	R
1-29		✓ X	1	-28	CHORD - UPPER FRAME STA 117.50	C5-2	.050 X 1.80 X 42.0	X	—	SRF 12.207	R
1-30		✓ X	1	-29	CHORD - LOWER FRAME STA 117.50	B5-2	.050 X 1.80 X 30.0	X	—	SRF 12.207	R

*(ADD) ▷ CRES SHT 17-7PH BMS 7-12B SOFT TEMP COND 1, HT TR 125,000 TO 150,000 PSI AFTER FORMING. (8)

CHG MATERIAL CALL OUT IN PARTS LIST & ADD NOTE AS SHOWN ABOVE

SEE ADCN # 8 THIS SHEET
☐ BAC RELEASED ☐ KC-135
☑ CANCLD BY BAC ADCN ☑ 707
707 STR. EB Kuehn 6-27
CHECKED Blakeslee 6/7/57
CHECKED
APPROV. D GE Larson 7/1/57

REPLACES ADCN R1-7
REASON: AISI 302 ANNEALED COMPROMISES AIRPLANE STRENGTH.

581-509

*THIS CHANGE INCOMPLETE WITHOUT ADCN R1-5 SHT 1 DWG 50-8281.

* ADCN REF ONLY

X ▷ EXISTING PARTS & ASSYS MAY BE USED WITHOUT REWORK.

KC-135 NOT AFFECTED

REF. BACTWX G-4475.3-1250-G1H DTD. 5-10-57

#P 7/3/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET

BAC 924 C-R5

NOT PROCESS

MODEL 707		By 7-11-57 DWG. REC. CLK.	
DRAFTED R. MATTESON	7/25/57	RELEASE 7/12/57	
CHECKED DORTON	7/26/57	B/P UNIT 7-15-5782	
STRESS M.E. Griffin	7/25/57	ROHR 4-1302 REQUESTED	
APPROVED E. Ehrlich	7/26/57	PROD. INFO.	
APPROVED C. Gelphman	7/29		

ADCN

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

ADVANCE DRAWING CHANGE NOTICE

THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

(1) FAIRING WILL BE CALLED OUT ON
REASON: COWL INSTL. DWG. (2) ELIMINATE INTERFERENCE WITH TURBO-COMPRESSOR. (3) ALLOW FOR VERTICAL REMOVAL.

ISSUE NO. ITEM 7142 CHG. NO.	FWD FAIRING NACELLE ASSEMBLY OF DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
	~~R-5~~	~~50-8281~~	~~1~~
SEC. NO. 71	7	50-8281	1
1 THRU 199			
301 THRU 1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES 50-8281		REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
1-3	-2	XV	+1	~~-2~~ -70							
1-4	-3	XV	+1	~~-3~~ -71			.032 X 6.2 ~~X 6.2~~				
1-7	-6	XV	+1	~~-6~~ -69			.040 X 30 3.0 X 38.0				
~~1-10~~	~~-9~~	~~XV~~	~~+1~~	~~-9~~			.032 X 30 3.6 X 6.0				
~~1-11~~	~~-10~~	~~XV~~	~~+1~~	~~-10~~	~~OPP -9~~						
1-14	-13	XV	+2	~~-13~~ -75							
1-22	-21	XV	+1	~~-21~~ -76							
1-25	-24	XV	+1	~~-24~~ -77							
1-5	-4	XV	+1	~~-4~~ -72	OPP -~~5~~ -71						

(REF) ADCN 1 SHT 2

☐ KC-135 ☐ 707 ☐ 6-27-7 (12/57)
SEQUENCE LEAD BAC CANCLD BY ADCN 1 707 STR
CHECKED CHECKED ADDED

CANCELS ADCN 1 SHT. 1

REASON: FORE & AFT SKINS SPLIT TO MAINTAIN MANUFACTURING TOLERANCES. (MFG FACILITY) WORK HARDENED MT'L CAN NOT BE PROPERLY FORMED. (ENGRG. ERROR)
REVISE PARTS LIST & TAB BLOCK AS SHOWN.
(7) ▷ CRES SHT 17-7 PH BMS 7-12B SOFT TEMP COND 1, HT TR 125,000 TO 150,000 PSI AFTER FORMING.
▷ REWORK EXISTING PARTS & ASSY'S NOT INSTALLED.
KC-135 NOT AFFECTED

* THIS CHG. INCOMPLETE WITHOUT:

ADCN	SHT	DWG.
R1-4, R1-6, R1-7	1	50-8281
R1-3	2	50-8281
R1-2, R1-4, R1-5	3	50-8281
R1-3	2A	4-5177
R1-4	2A	4-5181
R1-12	100	5-85655

*ADCN REF

REPLACES ADCN R1-5

REASON: AISI 302 CRES ANNEALED COMPROMISES AIRPLANE STRENGTH.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
71	4	~~50-8220~~ 50-3371	707	301 THRU 1999	50-8281		
71	4	~~50-8220~~ 50-3371	707	1 THRU 199	50-8281		

BAC 924 D-R4

581-509

AIP 7-1-7

A (13)

JP Moore 5-63 2T NOT PROCESS

MODEL 707		Dr 7-11-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED R. MATTESON	5/1/57	Rel 7/12/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED H. DARTON	5/1/57	7.15-SMEC B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS M. Eccles	5/1/57	ROHR 4-1302 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E Burkhart	5/1/57	▷ PROD. INFO.	REASON: FORE & AFT SKINS SPLIT TO MAINTAIN MANUFACTURING TOLERANCES. (MFG. FACILITY)
APPROVED P Hodgkins	6/6/57		

ISSUE NO.	FWD. FAIRING NACELLE ASSEMBLY OF DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
ITEM 7142 CHG. NO.	R1-4	50-8281	1
71 SEC. NO.			
1 THRU 199 301 THRU 1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES		REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
~~-49~~	50-8281	✓	1	~~-48~~	SKIN-FWD	$C5_2$	~~.032x25.00 x45.00~~	1▷	T4	~~SRF 2.130~~ SRF 12.207	R
~~-52~~		✓	1	~~-51~~	SKIN-AFT	$C5_2$	~~.025x26.00 x50.00~~	3▷	–	~~SRF 12.207~~	R
NEW	-48	✓	1	-800	SKIN-FWD	AG_3	.032x11.00 x45.00	1▷	T4	SRF 2.130 SRF 12.207	R
NEW	-48	✓	1	-801	SKIN-FWD FLANGE	AG_3	.032x5.00 x45.00	1▷	T4	SRF 2.130 SRF 12.207	R
NEW		✓	1	-802	OPP - 801	AG_3					
NEW	-51	✓	1	-805	SKIN-AFT	$A9_2$	.025x21.00 x50.00	3▷	–	SRF 12.207	R
NEW	-51	✓	1	-803	SKIN-AFT FLANGE	$A9_2$	.025x5.00 x50.00	3▷	–	SRF 12.207	R
NEW		✓	1	804	OPP - 803	$A9_2$					
~~-57~~		✓	1	~~-56~~	~~SHIM - STA 111.20~~	$C5_2$	~~.016x1.10x43.0~~	3▷	–	~~SRF 12.207~~	R
NEW	-56	✓	1	-814	SHIM - STA 111.20	$C5_2$	.016x1.10x40.0	3▷	–	SRF 12.207	R
NEW	-56	✓	2	-815	SHIM - FLANGE STA 111.20		.016x1.10x2.0	3▷	–	SRF 12.207	R

REVISE PARTS LIST AS SHOWN ABOVE:

*ADCN REF.

▷ REWORK EXISTNG PART/ASSY'S NOT INSTALLED.

KC-135 NOT AFFECTED

AHP 7/3/57

☑ BAC RELEASED ☐ KC-135*
☐ CANC'D BY BAC ADCN ☑ 707
707 STR BKrueger 6-25-7
CHECKED Blakeslee 6/25/57
APPROV'D GE Larson 6/26

THIS CHG. INCOMPLETE WITHOUT

ADCN	SHT	DWG.
R1-5, R1-6	1	50-8281
R1-3	2	50-8281
R1-2, R1-4, R1-5	3	50-8281
R1-4	2A	4-5181
R1-3	2A	4-5177
R1-12	100	5-85655

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 -R5

581-509

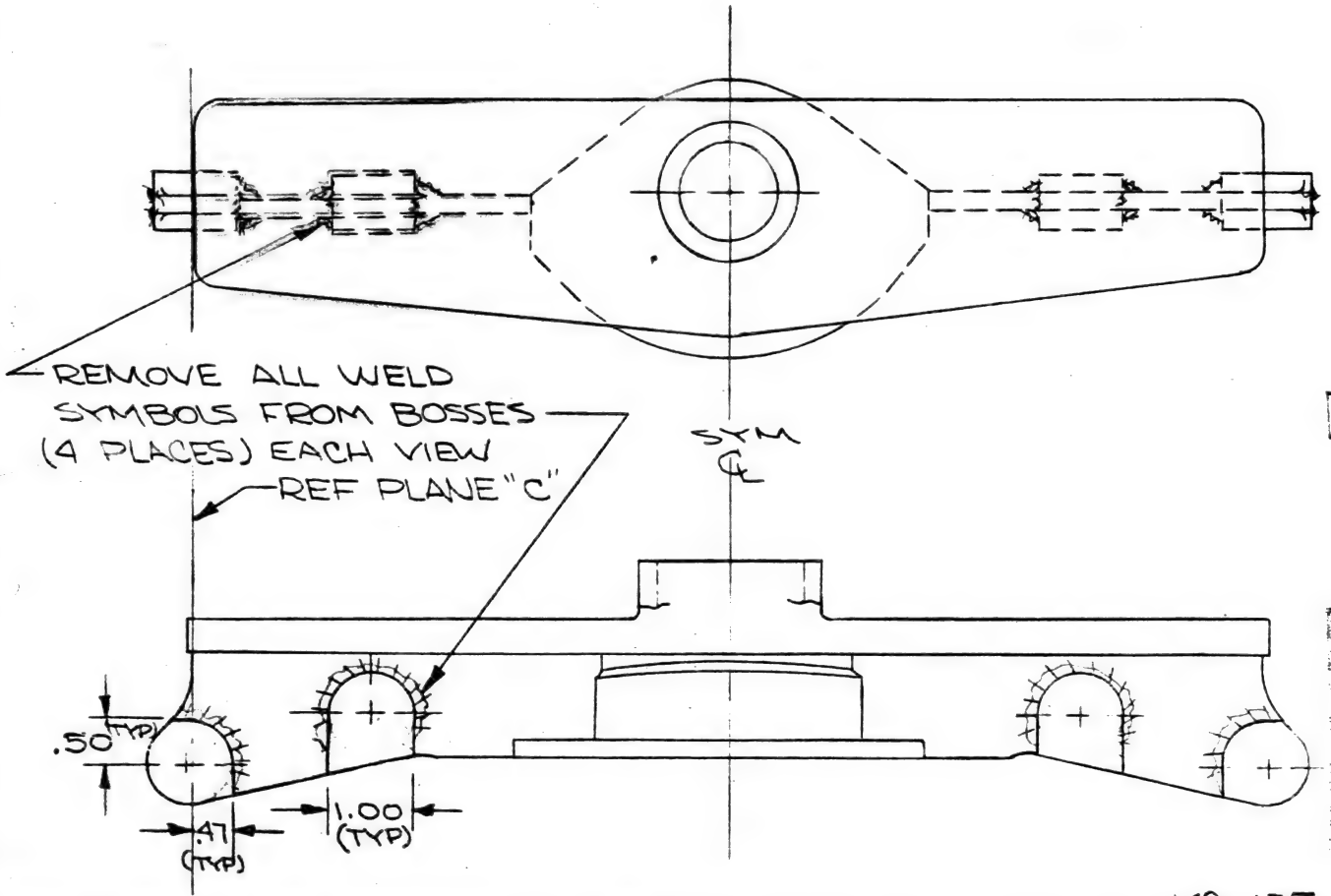
2-7000

4-62 (NOT PROCESS)

MODEL 707		22C-30-57 DWG. REG. CLK.	BOEING AIRPLANE COMPANY	ISSUE NO.	BRACKET-NAC CONT. UPPER HALF WELD ASSY OF DWG. TITLE
DRAFTED C. ROSS	4/23/57	RNL-30-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	PRR 10275 CHG. NO.	ADCN: R1-2 — DRAWING NO.: 65-5459 — SHT.: —
CHECKED H. DARTON	4/25/57	6-20-57 EC B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 77 & 79	
STRESS	4/25/57	ROHR ENGRG REQUESTED	☐ DEVIATION ☒ VARIATION		
APPROVED			REASON: (MFG FACILITY) TO IMPROVE QUALITY AND REDUCE MFG COSTS BY MACHINING BOSSES.	1 THRU 4 CHG. EFF.	
APPROVED E C Barkhurst	4/25/57	PROD. INFO.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHG DWG AS SHOWN BELOW



NOTE: CHG VIEWS D4 & 1C4 TO AGREE

THIS CHG NOT COMPLETE WITHOUT ADCN R1-1

▷ EXISTING PARTS AGREE WITH THIS CHG. PLANNING IS IN ACCORD.

✓ ✓
Blakeslee 4/24/57
JE Fawcon 4/12/57

KC-135 NOT AFFECTED MP 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 824 C-R5

581-392 (2)

2-7000

2TG - Rib (Mod-5)

6-5-58 - 1F

MODEL	707		
DRAFTED	B. Vogel	5/28/56	
CHECKED	Ray Saxon	5/28	
STRESS	G. Lecocheur	6/16/56	
APPROVED	Donaldson	6/16/56	
APPROVED	Donaldson	6/14/57	

DWG REC. CLK. 11-6-57
RELEASE 6-19-57 6-20-57
B/P UNIT P. Donaldson PP-1
REQUESTED 480
PROD. INFO.

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

ADCN

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
☐ DEVIATION ☒ VARIATION

REASON: TO PROVIDE FOR INSTL OF J-75 ENGINE PER D.D.M. #45C

NEW
ISSUE NO
ITEM CHG NO 7460
SEC NO 74
1-199, 301-1999
CHG EFF.

FTG, MID-SPAR-OUTBD NACELLE STRUT
DWG. TITLE

ADCN	DRAWING NO.	SHT.
~~1~~	~~5-84467~~	~~1A~~
~~R1-2~~	~~5-84467~~	~~1A~~
2	5-84467,	1A

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		—	-3001	FITTING MIDSPAR, INBD NAC STRUT			MAKE FROM -3	2	~~F-1.201~~ F-1.20	R

CHANGE DIAMETER OF HOLE (FOR FUSE PIN) FROM 1.0608 1.0636 1.0608 TO 1.1244 1.1272 1.1244. (2)

CHANGED FINISH IN P/L AS NOTED ABOVE

REMOVE (6) FROM GENERAL NOTES

CHANGE (5) TO READ "..... ARE PARALLEL TO ℄ OF 1.1244 DIA HOLE ....."

R1-2

EXPORT ASSIGNED ☐ KC-135 ☑ 707

SEE ADCN 2 THIS SHEET

CHECKED BLAKESLEE 6/12/57

PARTS ~~NOT~~ MADE 6/13

ADCN R1-2 REPLACES 1

REASON: FINISH CODE SRF 1.30 IS INACTIVE (ENGRG ERROR)

DRAFTED	G. FLAHERTY	6/12/57
CHECKED	H DARTON	6/12/57
STRESS		6/12/57
APPROVED		6/13/57

ADCN #2 REPLACES 1 & R-2

CHANGE TAB BLOCK AS SHOWN REASON: TO CALL FOR CORRECT FINISH PER D-17180

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
74	2	4-5180	707	1 THRU 199 301 THRU 1999	5-84467-3002		
74	2	4-5180	707	1 THRU 199 301 THRU 1999	5-84467-3001		
74	~~2~~	4-5180	707	1 THRU 199 301 THRU 399	~~5-84467-3002~~		
74	~~2~~	4-5180	707	1 THRU 199 301 THRU 399	~~5-84467-3001~~		

BAC 924 (1-64)

ADCN R1-2 5-84467-3001 2TG

6-18-57

3-5H 1T

MODEL 707		~~6W 12-7-56~~ DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED G.E. WOODS		~~6W 12-7-56~~ 6-19-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED J. Fujioka	12/12/56	~~R.M.12-7-56~~ 6-19-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS E. Hooper	12-17-6	P. DONALDSON REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED Donaldson	12/13		TO PROVIDE FOR
APPROVED		PROD. INFO.	REASON: PLUMBING RUNS AS PROVEN BY MOCKUP & ELEC INSTL.

NEW-	MID-SPAR INSTALLATION		
ISSUE NO.	DWG. TITLE INBOARD NACELLE STRUT		
CHG. NO.	ADCN	DRAWING NO.	SHT.
	~~8~~	~~4-5175~~	~~1A~~
SEC. NO. 72	16	4-5175	1A
1 THRU 199 & 301 THRU 1999 CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	4-5175 -3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
▷	NEW	✓	1	-3007	DOUBLER	B6 3A	.050x4.27x12.08	1	-	SRF 2.115	RF
▷	~~—~~	✓	1	~~90-8692~~	~~DOUBLER~~	DZ 3A					
▷	-2002	~~4~~ ✓	X1	-3003 ~~-2002~~	WEB						
▷	NEW (16)→	✓~~4~~	X2	-3004	BACKING PLATE	DZ 3A	.040x2.60 DIA	1	-	SRF 2.115	RF
▷	NEW	✓	1	-3006	BACKING PLATE	C2 3A	.040x2.10x4.10	1	-	SRF 2.115	RF
▷	-3002	~~4~~ ✓	X1	-3008 ~~-3002~~	WEB						

CHANGE P/L AS SHOWN ABOVE:

▷ PRR 10171

(16)

CANCELS ADCN 2

-3005 NOT REQUIRED - CUT OUT HAS BEEN RELOCATED BY PRR 10171

▷ ITEMS REPEATED FROM ADCN 2 TO SHOW DELETION OF -3005

▷ ITEM 7225

REPLACES ADCN 8

CHGD QUAN. OF -3004 TO (2) IN P/L

REASON: TO PROVIDE FOR CABIN PRESS LINE (SEE SHT 3A)

CHG. EFF. 1-199 & 301-1999 ADCN-18

CHARGE NO. 95000

DRAWN BY: WILLARD DALE 6-12-57

CHECKED: [illegible] 6/12

APPROVED: Donaldson 6/12

[illegible] 6-13-7

PROD. INFO: REWORK EXISTING PARTS

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

6-62 (NOT PROCESS)

MODEL 707		RCL-2057 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED C. ROSS	4/25/57	RLG 6/20/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED H. DARTON	4/25/57	6-20-57 EC B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS Eve Pickens	4/25/57	ROHR ENGRG REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		▷ PROD. INFO.	REASON: TO ELIMINATE SPECIAL TYPE MACHINE OPERATION ON -4 HOUSING - (MFG FACILITY)
APPROVED J. Burkart	4/25/57		

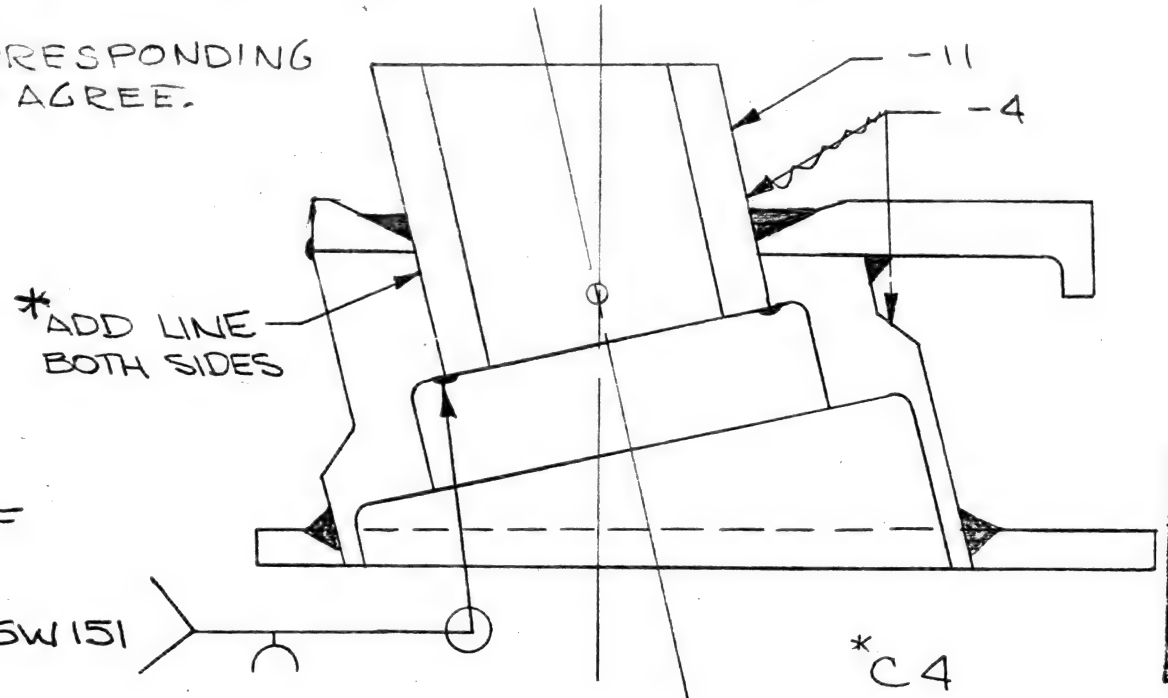
ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 10275 CHG. NO.	R1-1	65-5459	1
SEC. NO. 77 & 79			
1 THRU 4 CHG. EFF.			

DWG. TITLE BRACKET-NAC CONT. UPPER HALF WELD ASSY OF

PARTS LIST ZONE	REPLACES	550 555	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
—		✓	8	-10	BOSS	B3	1.00 DIA X 34	▷4			R
NEW		✓	1	-11	TUBE	B5	2.00 DIA X 2	▷4			R

CHG P/L AS SHOWN ABOVE & VIEW TO SHOW -11 EXTENDING THRU -4 AS SHOWN BELOW

*CHG CORRESPONDING VIEWS TO AGREE.



NOTE; THIS CHG NOT COMPLETE WITHOUT ADCN'S R1-2

* ADCN REF

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ACC ☑ 707

CHECKED Blakeslee 6/17/57
CHECKED
APPROV. D J.E. Larson 6/17/57

▷ EXISTING PARTS AGREE WITH THIS CHG. PLANNING IS IN ACCORD.

KC-135 NOT AFFECTED

AHP 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-7 5

581-392 2

2-7000

ADCN

1F

21

WING

5-81

MODEL	707	
DRAFTED	E. BERESTOFF	11/1/6
CHECKED	C. Coombs	11-13-56
STRESS	Rowan	11-15-56
APPROVED	Bygland	11-17-6
APPROVED	Nicholls	11-19

DWG. REC. CLK.

RELEASE

B/P GROUP

BYGLAND 6-7000 REQUESTED

ASSYS MADE NOT AFFECTED

PROD. INFO.

EN 5-13-57

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

ADCN

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: ADD BUSHING TO INCREASE LIFE OF DETAIL PART.

ISSUE NO.	PRR 10081
CHG. NO.	
SEC. NO.	12
CHG. EFF.	1-1999

SUPPORT WING UPR SURFACE INB'D. NAC. ASSY
DWG: TITLE

ADCN	DRAWING NO.	SHT.
~~4~~	~~50-6885~~	1
~~6~~	50-6885	1
~~8~~	50-6685	—
~~10~~	50-6885	1
11	50-6685	1

PARTS LIST ZONE	REPLACES	A	B	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TR	FINISH	✱
			✓	1	-1	SUPPORT			(11)		F2.30	
		✓		1	-2	OPP -1						
	NEW		—	—	-3	SUPPORT ASSY				(6)		R
	NEW	—		—	-4	OPP-3			(10)		F12.42	
	NEW	✓	✓	2	69-2860-7	BUSHING					F12.42	

CHANGE P/L AS SHOWN ABOVE: REPLACES ADCN 6

"REPLACE ADCN #8"

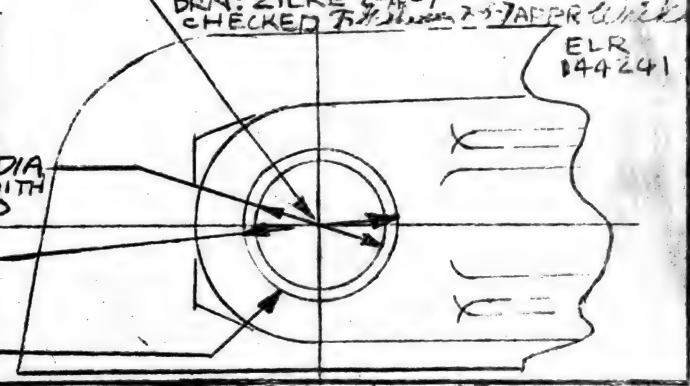
REASON: INSTALLATION FINISH OMITTED
REQ'D: REJECTION TAG # 137580 & 130059 4/25/57
DRAFTED: SEEGER OF 4/30/7
CHECKED: [illegible] 5/1/7
APPROVED: Barkley 6-3-57
PROD. INFO: AIRPH HANDLED BY MRB. REWORK PTS NOT #2 ON

~~HOLE LOC FOR 5/16 DIA BOLT FT 1/16 BUSHING~~
LOCATE TO MATCH 50-8229 (REF)*

"REPLACES ADCN 10"

REASON: ADD REAMED I.D. TO BUSHING
REQUESTED: JENSEN 6-3320
DRAFTED: SEEGER O.F. 6-3-57
CHECKED: [illegible] 6-12-57
APPROVED: [illegible] 4/14/7 web
▷ BUSHING I.D. MUST COMPLY

"REMOVED" CONTROLLED INTERCHANGEABLE POINT NOTE
REASON: NOT PER SPEC. DOC.
PROD INFO: DWG CLARIFICATION
DRN: ZILKE 7-A-7 CHECKED [illegible] 7-9-7 APPR [illegible]
ELR 144241



CHANGE VIEW B10 TO AGREE WITH VIEW SHOWN ON THE LEFT~
IN ZN A9 CHANGE PART NO TO READ~
"ASSY 50-6885-3 AS SHOWN
ASSY 50-6885-4 OPP."
CHANGE TITLE TO READ:
"SUPPORT ASSY - UPPER SURFACE, INBOARD NACELLE"

(11) *ADD

* ADCN REF

CHANGE TAB BLOCK AS SHOWN BELOW:

REPLACES ADCN #4

PROD PLNG. INFO: ACCORD PRR 10081

REASON: METHOD OF PART NUMBERING OMITTED.
REQ'D: ELR # 122782 (6-4510)
DRAWN~ SCHNELLE 12-31-6
CHECKED~ [illegible] 1/3/57
APPROVED~ Barkley 1-5-57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
12	1	4-5164	707	1-1999	50-6885-4		
12	1	4-5164	707	1-1999	50-6885-3		
~~12~~	~~1~~	~~4-5164~~	~~707~~	~~1-1999~~	~~50-6885-2~~		
~~12~~	~~1~~	~~4-5164~~	~~707~~	~~1-1999~~	~~50-6885-1~~		

BAC 924 C-R5

(11) Rq 6-4510 6-14-7 TLG 6-5-10 5/57 (6) GH(6450) 5-2-7

9-23 IT (NOT PROCESS)

MODEL 707		DWG. REC. CLK. 7-8-57	
DRAFTED C. ROSS	5/20/57	RELEASE 7-8-57	
CHECKED DORTON	5/21/57	B/P GROUP 7-8-57 MB	
STRESS	5/20/57	REQUESTED ROHR ENGRG	
APPROVED		PROD. INFO.	
APPROVED	5/23/57		

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON SPEC. NO. INCORRECT. (2) RADII REQUIRED FOR CASTING OMITTED FROM DWG (ENGRG ERROR)

ISSUE NO.	A
ITEM CHG. NO.	76260
SEC. NO.	76
	1 THRU 199
CHG. EFF.	301 THRU 1999

DWG. TITLE FLANGE-TURBINE INLET DUCT TURBO-COMPRESSOR

ADCN	DRAWING NO.	SHT.
R1-1	69-3369	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD NOTES TO CASTING NOTES AS SHOWN BELOW

CORNER	RADIUS	.01
FILLET	RADIUS	.03

CHG FLAG NOTE IN GENERAL NOTES AS SHOWN BELOW

2 ~~INSPECT PER MIL-C-6121 PER D-14841~~

3 INSPECT PER MIL-C-6021 B PER D-14841

BAC 724 C-R5 ☐ CHECKED BY JAC ☑ 707

CHECKED Blakeslee 5/23/57

APPROVED JE Larson 7/1/57

EXISTING PARTS & ASSY'S MAY BE USED WITHOUT RWK — PLANNING IN ACCORD

KC-135 NOT AFFECTED

AIRP. SEC NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

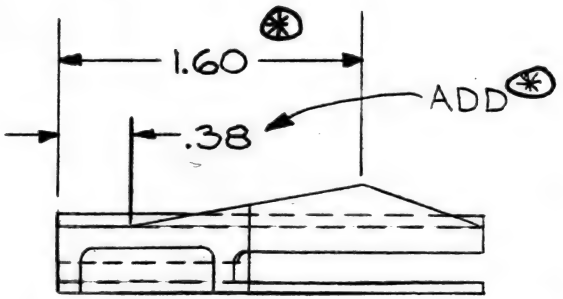
RTDC 7/7

2-7000

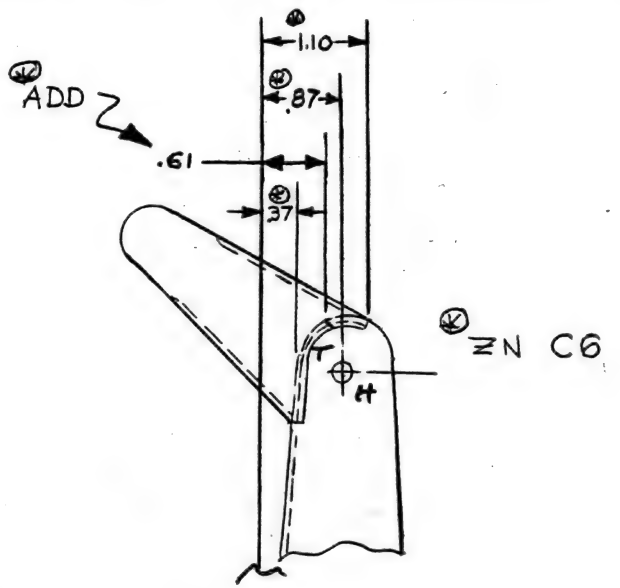
MODEL 707		DWG. REC. CLK. 7-8-57	BOEING AIRPLANE COMPANY	ISSUE NO.	THRUST LEVER-UPPER MECHANISM, ASSEMBLY OF
DRAFTED R. ATKINSON 6-26-57 OFS. 6/27		RELEASE 7-8-57	ADVANCE DRAWING CHANGE NOTICE	PRR 95000 NO.	DWG. TITLE
CHECKED L J Nelson 6/27/57		B/P GROUP 7-8-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 51	ADCN 2 / DRAWING NO. 65-6489 / SHT. —
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION		
APPROVED		P PROD. INFO.	REASON: RUNOUT POINT OF SLOPING SURFACE & END OF .15 WIDE SLOT ARE NOT DIM.	SAME AS CHG. EFF. DRAWING	
APPROVED Bailey 6-28-57					

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD DIMENSIONS AS SHOWN:



B 5 (ZONE A5)



R K. MILLER, 6-4400; ELR 179230, 6-24-57 & ELR 179337, 6/26/57
(REF. IRON FIREMAN TLX 6-21-57 & 6-26-57)

P O.P. ITEM
DWG CLARIFICATION

ADCN REF ONLY

HP 7/3/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

ADCN

2-54 M

ADCN

MODEL 707		DWG. REC. CLK. 7-8-57	BOEING AIRPLANE COMPANY
DRAFTED R. HARDING	7-2-57	RELEASE 7-8-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED D. Corley	7-3-57	B/P GROUP 4-4400	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED R. Pearson	7-3-7		REASON: TO USE MATERIAL AVAILABLE.
APPROVED		PROD. INFO.	

ISSUE NO.	CHG. NO.	SEC. NO.	CHG. EFF.
ITEM: 7822			

DWG. TITLE GUIDE ASSY LOCK OUT ROD THRUST REVERSER

ADCN	DRAWING NO.	SHT.
2	69-3545	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			-1	~~HOUSING~~		~~1.20X2.20X2.20~~	~~▷~~	—	~~F-8.05~~	~~T~~
			-1	HOUSING		1.20X2.20X2.20	▷	—	F-8.05	T

CHANGE PARTS LIST AS ABOVE:
ADD ▷ TO GENERAL NOTES AS BELOW:
▷ CRES BAR, AISI303, PER MIL-S-7720
COMP FM, COND. A
OPTIONAL:
CRES PLATE, AISI321 OR 347, PER MIL-S-6721
ANNEALED.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

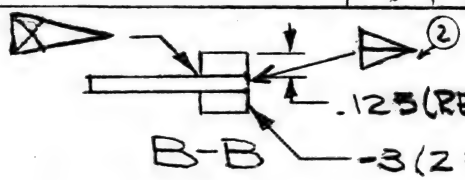
5-4s-37 REPRODUCIBLE TO IPD ONLY

MODEL 707	DWG REC CLK 87 7-8-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	ISSUE No.
DRAFTED D. KREINER 6-6-7	RELEASE 7-8-57	DRAWING DEPARTURE AUTHORIZATION	SEC. No. 78
CHECKED S. Wood 6-7-7	B/P UNIT 7-8-57	THE DWG WILL NOT BE CHANGED	CHG. No. 7812
STRESS W. Bruce 6/10	PRODUCTION REQUESTED I.P.D.	REASON: TO FACILITATE MANUFACTURE	
APPROVED Drew 6/17	PROD INFO		
APPROVED W.F. Bennett 6/17	SHOP INFO		ALL
APPROVED	DCR No. 1279		CHG EFF

DWG TITLE BEAM-SUPPORT, THRUST REVERSER

DDA No.	DRAWING No.
~~1~~	~~69-3530~~
2	69-3530

PARTS LIST ZONE	REPLACES	-1	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P
			~~—~~	~~69-3530~~	~~BEAM~~		~~.30 X 12.18 X C-A~~				
	69-3530	—	—	69-3530-1	BEAM, ASSY OF						
		✓	-1	-2	BEAM		.06 X 2.0 X 12.2	▷			
		✓	2	-3	FLANGE		.125 X 1.20 X 6.1	▷			



② NOTE: ADDED TO P/L AS SHOWN ABOVE
ADDED OPTIONAL ASSY METHOD, AS SHOWN
ADDED DIM. TOLERANCES & ▷ BRAZE NOTE

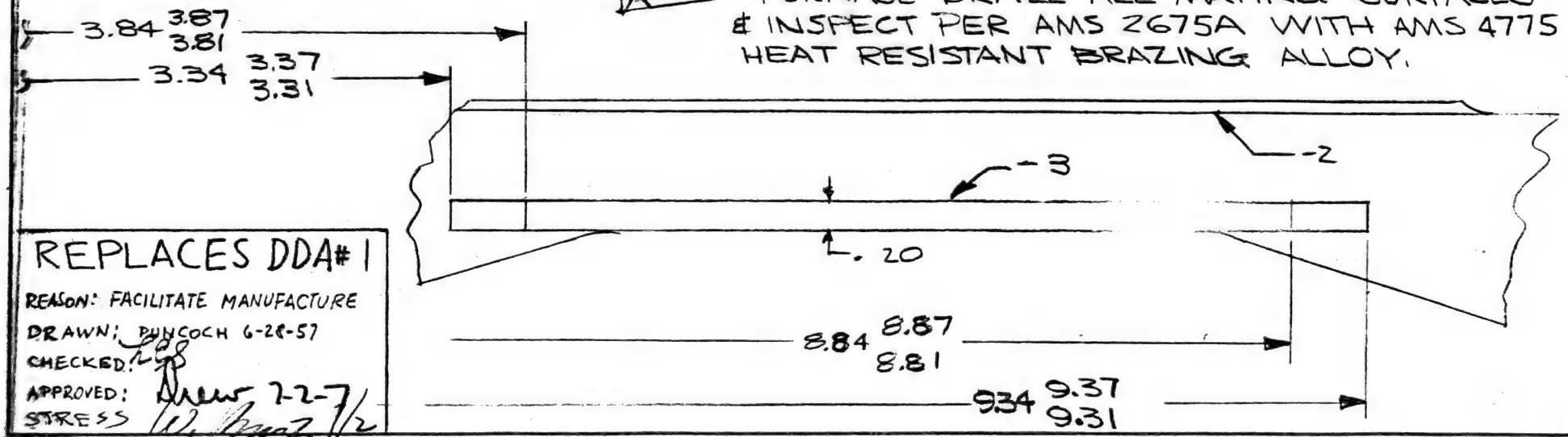
② (HASTELOY "W" INERT TUNGSTEN ARC)
▷ TACKWELD THIS AREA, APPROX. 2" SPACING & ENDS.
GRIND FLUSH AFTER BRAZING.

.03
.00
MISMATCH ALLOWED



A-A

▷ FURNACE BRAZE ALL MATING SURFACES & INSPECT PER AMS 2675A WITH AMS 4775 HEAT RESISTANT BRAZING ALLOY.



REPLACES DDA# 1
REASON: FACILITATE MANUFACTURE
DRAWN: PHINCOCH 6-28-57
CHECKED: LSB
APPROVED: Drew 7-2-7
STRESS W. Bruce 7/2

BAC 925 A-R3

5-57 3T REPRODUCIBLE TO IPD ONLY

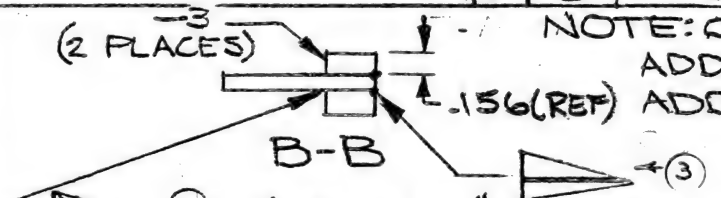
MODEL 707	DWG REC CLK 7-8-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	ISSUE No.
DRAFTED D. KREINER 6-6-7	RELEASE 7-8-57	**DRAWING DEPARTURE AUTHORIZATION** THE DWG WILL NOT BE CHANGED	SEC. No. 78
CHECKED S. Wood 6-7-7	B/P UNIT	REASON: TO FACILITATE MANUFACTURE	CHG. No. 7812
STRESS [illegible] 6/17	PRODUCTION REQUESTED I.P.D.		
APPROVED [illegible] 6/17	PROD INFO		ALL
APPROVED N.T. Bennett 6/17/57	SHOP INFO		CHG EFF
APPROVED	DCR No. 1280		

DWG TITLE BEAM - SUPPORT, THRUST REVERSER

DDA No.	DRAWING No.
~~2~~	~~69-3532~~
3	69-3532

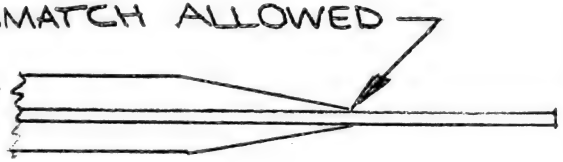
PARTS LIST ZONE	REPLACES	-1	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P
			~~—~~	~~69-3532~~	~~BEAM~~		~~.38 X 12.18 2.02~~	~~1~~			
	69-3532	—	—	69-3532-1	BEAM, ASSY OF						
		✓	1	-2	BEAM		.07 X 12.18 2.02	1			
		✓	2	-3	FLANGE		.15 X 20 X 5.5	1			

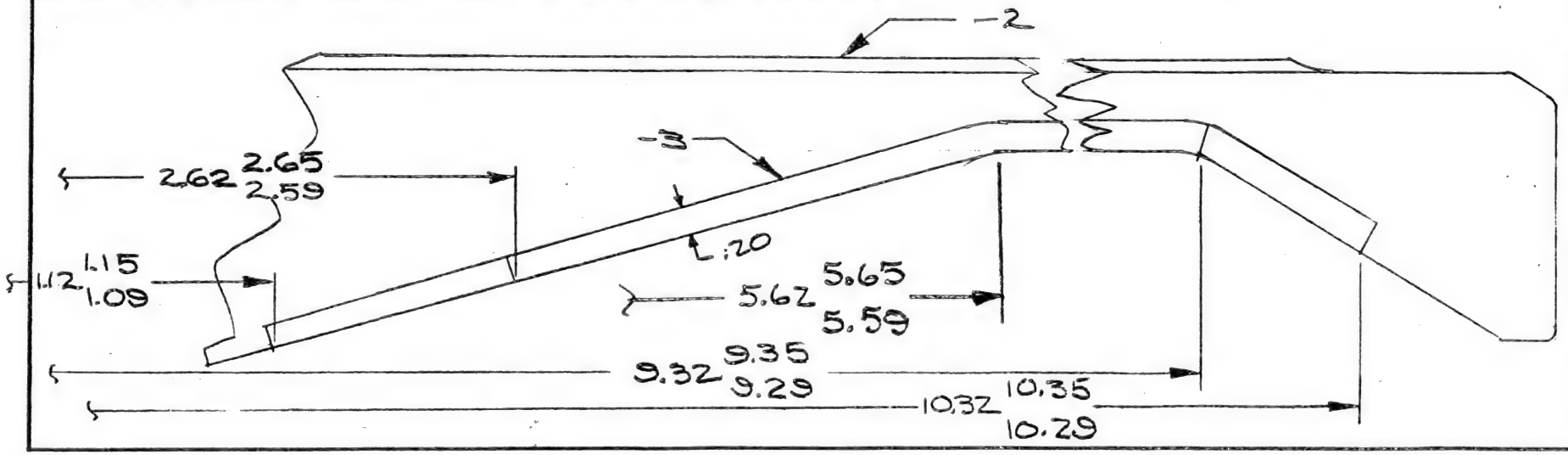
NOTE: CHANGED P/L AS SHOWN ABOVE.
ADDED OPTIONAL ASSY METHOD, AS SHOWN
ADDED DIM. TOLERANCES & ▷ BRAZE NOTE.



③ (HASTELOY "W", INERT TUNGSTEN ARC) TACKWELD THIS AREA, APPROX. 2" SPACING & ENDS. GRIND FLUSH AFTER BRAZING.

▷ FURNACE BRAZE ALL MATING SURFACES & INSPECT PER AMS-2675A WITH AMS 4775 HEAT RESISTANT BRAZING ALLOY.





REPLACES DDA #2
REASON: FACILITATE MANUFACTURE STRESS
DRAWN: M. PUNCOCH 6-28-57 APPROVED:
CHECKED: SHUMAN

BAC 925 A-R3

5-5-57 ST REPRODUCIBLE TO IPD ONLY

MODEL THRUST	DWG REC CLK 5-8-57
DRAFTED J. KREINER 6-5-57	RELEASE 5-8-57
CHECKED S. Wood 6-7-57	B/P UNIT 7-9-57 MB
STRESS W. Rand 6/10	PRODUCTION REQUESTED LPD
APPROVED [illegible] 6/17	PROD INFO
APPROVED R. L. Bennett Chief	SHOP INFO
APPROVED	DCR No. 1278

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

DRAWING DEPARTURE AUTHORIZATION

THE DWG WILL NOT BE CHANGED

REASON: TO FACILITATE MANUFACTURE.

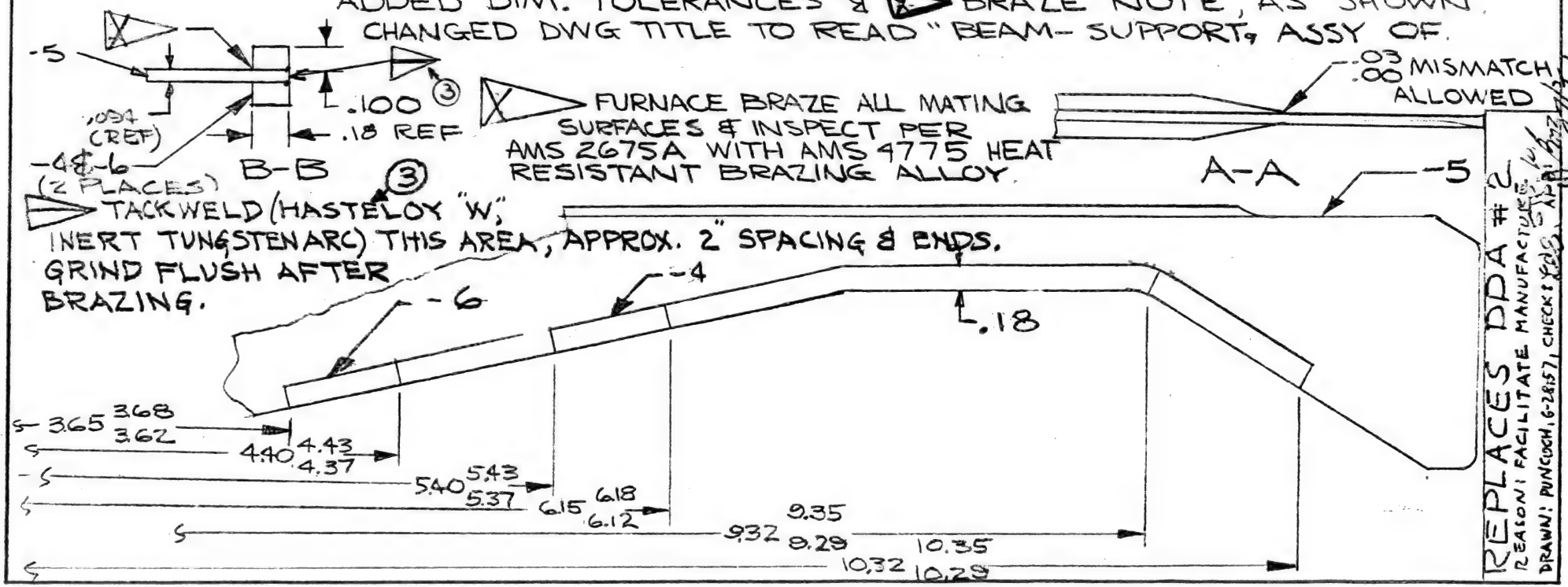
ISSUE No.	
SEC. No. 78	
CHG. No. 7812	
ALL	
CHG EFF	

DWG TITLE BEAM-SUPPORT, THRUST REV.

DDA No.	DRAWING No.
~~2~~	~~69-3533~~
3	69-3533

PARTS LIST ZONE	REPLACES	-3	-2	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P
					~~69-3533~~	~~BEAM~~		~~.30X12.2X2.02~~				
					~~-1~~	~~BEAM~~		~~.30X12.29X2.02~~				
	69-3533			—	69-3533-2	BEAM, ASSY OF						
	69-3533-1			—	69-3533-3	BEAM, ASSY OF						
			✓	2	-4	FLANGE		.18 X 1.20 X 5.5				
		✓	✓	1	-5	BEAM		.094 X 12.18 X 2.02				
		✓		2	-6	FLANGE		.18 X .120 X 9.0				

NOTE: CHANGED P/L AS SHOWN ABOVE.
ADDED OPTIONAL ASSY METHOD, AS SHOWN
ADDED DIM. TOLERANCES & ▷ BRAZE NOTE, AS SHOWN.
CHANGED DWG TITLE TO READ "BEAM-SUPPORT, ASSY OF.



REPLACES DDA #2
REASON: FACILITATE MANUFACTURE
DRAWN: PUNCOCH, 6-28-57, CHECK [illegible]

BAC 925 A-R3

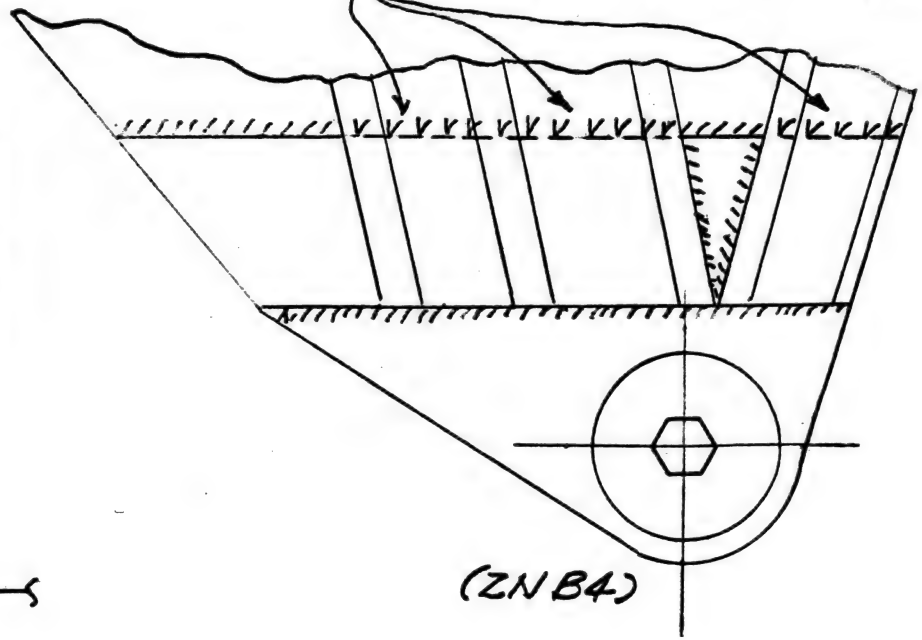
MODEL 707-120		ET 7-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY		CLAMSHELL INSTL THRUST REVERSER DWG. TITLE	
DRAFTED E15	7-22-57	QC 7-15-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	ADCN / DRAWING NO. / SHT.	
CHECKED E. White	6/24/57	7-15-57 hmB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ITEM 7815 CHG. NO.	R1 / 65-4253 / —	
STRESS —		ROHR REQUESTED	☐ DEVIATION ☒ VARIATION	78 SEC. NO.		
APPROVED R. Akers	6/24/57		REASON: WELD CONTINUITY OMITTED & DIM. INCORRECTLY CALLED OUT (ENGRG ERROR)	ALL		
APPROVED [illegible]	6/24	PROD. INFO.		CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN A7 & B4, REVISE DWG AS SHOWN

APPROVED
Chkd. By: S Wood Date 7-10
Apprvd. By: [illegible] Date 7-11-57
Boeing Airp. Co.-Transport Div.

ADD HIDDEN WELD SYMBOLS *



(ZN B4)

~~22.92~~
29.92
(ZN A7) *

*ADCN REF.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

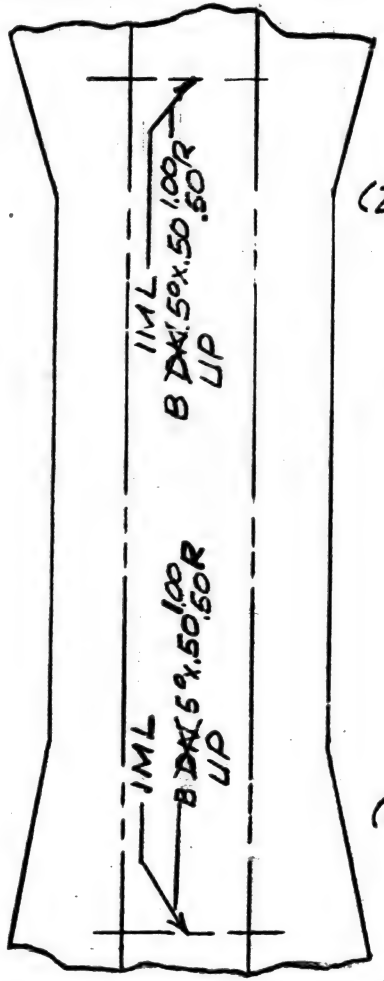
ADCN

2-52 27 NOT PROCESS

MODEL 707-120		DWG. REC. CLK. 7-15-57	BOEING AIRPLANE COMPANY		STRUT EXHAUST PLUG ASSY OF
DRAFTED EIS	6-22-57	RELEASE 7-15-57	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE
CHECKED E. White	6/24/57	B/P GROUP 7-15-57 MB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ITEM 7811 CHG. NO.	ADCN R3 / DRAWING NO. 65-4286 / SHT. 2
STRESS		ROHR LOFT REQUESTED	☐ DEVIATION ☒ VARIATION	SEC. NO. 78	
APPROVED R. Ahern	6/25/57	NONE NO PARTS MFGD PROD. INFO.	REASON: BEND DIRECTION INCORRECTLY CALLED OUT FOR -4 (ENGR. ERROR)	ALL	
APPROVED [illegible]	6/24			CHG. EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZNA2 & C2, REVISE BEND DATA FOR -4 AS SHOWN



APPROVED
Chkd. By: [illegible] Date 7-11
Appr'd. By: [illegible] Date 7-11-57
Boeing Airp. Co.-Transport Div.

-* ADCN REF

ADCN

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

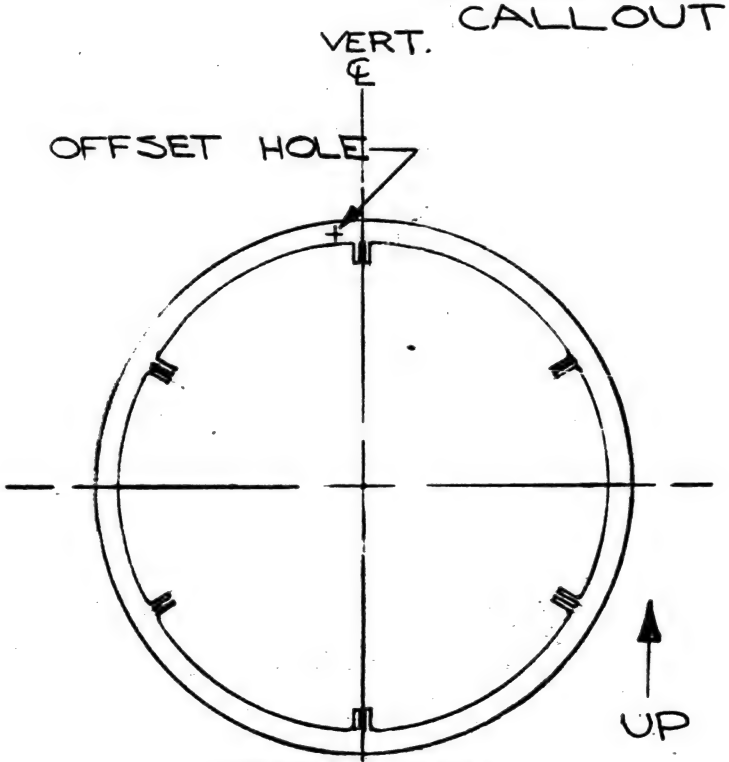
2-53 2T

MODEL THRUST REVERSER		7-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☑ VARIATION	ISSUE NO. A	CASCADE AND DEFLECTOR, THRUST REVERSER, ASSY OF
DRAFTED D. KREINER	7-1-57	7-15-57 RELEASE		CHG. NO. 7812	DWG. TITLE
CHECKED I. Greengo	7/11/57	7-15-57 B/P GROUP	REASON: TO INDICATE OFFSET HOLE & BOLT.	SEC. NO.	ADCN 2 / DRAWING NO. 65-4291 / SHT. 2
STRESS		R. Pearsall 6-2000 REQUESTED			
APPROVED	7-11			CHG. EFF.	
APPROVED		PROD. INFO.			

ADCN

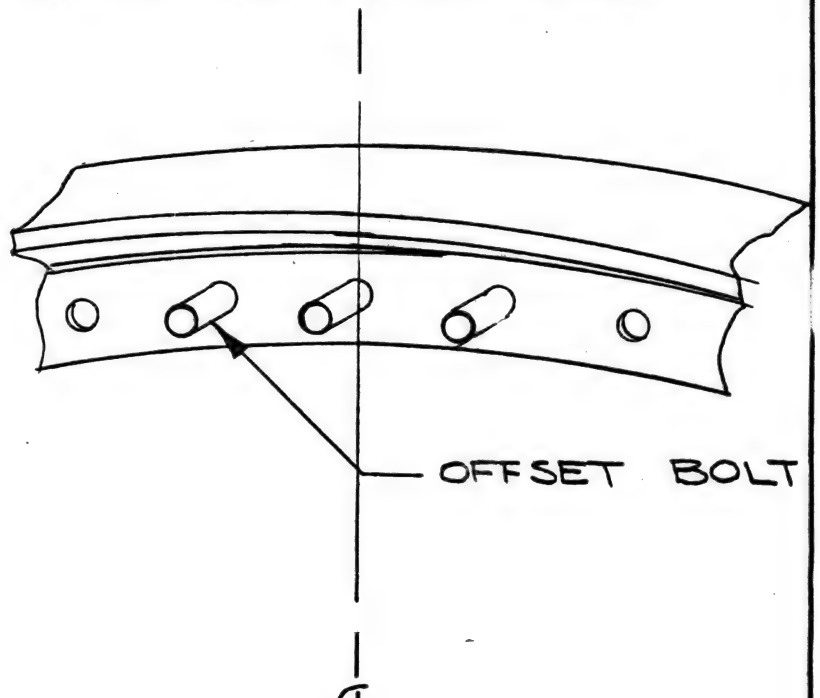
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZONE C3: ADD OFFSET BOLT CALLOUT.
IN ZONE A4: ADD OFFSET HOLE CALLOUT, DIRECTION INDICATOR & "FRONT VIEW" TO FWD RING CALLOUT.



FRONT VIEW FWD RING
NO SCALE

DETAIL II



AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 934 (:-RB

2-7000

MODEL THRUST REVERSER		D77-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	ISSUE NO.	DWG. TITLE FAIRING PANEL INST. -SLEEVE DOOR, THRUST REVERSER		
DRAFTED D. KREINER	7-1-57	7-15-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE		ADCN	DRAWING NO.	SHT.
CHECKED I. Greengo 7/11/57		7-15-57 MB B/P UNIT	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	ITEM 7813 CHG. NO.	1	65-6561	1
STRESS —		R. Pearson 6-7000 REQUESTED	☐ DEVIATION ☑ VARIATION	SEC. NO.			
APPROVED [signature]	7-11	—	REASON: USED ON DWG NO. INCORRECT				
APPROVED		PROD. INFO.		CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

NOTE:
CHANGE "USED ON" COLUMN AS SHOWN BELOW

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
		65-4250			65-6561-2		
		65-4250			65-6561-1		
	~~1~~	~~65-3610~~			~~65-6561-2~~		
	~~1~~	~~65-3610~~			~~65-6561-1~~		

BAC 924 D-R4

2-55 27 NOT PROCESS

MODEL 707-120		27 7-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED E. WHITE	6/21/57	4C 7-15-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED E-IS	6/21/57	7-15-57 B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		ROHR REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED R. Ahern	6/24/57		REASON: PRESENT DIMENSION PERMITS OUT-OF-TOLERANCE MISMATCH UPON ASSY.
APPROVED	6/21/57	PROD. INFO.	

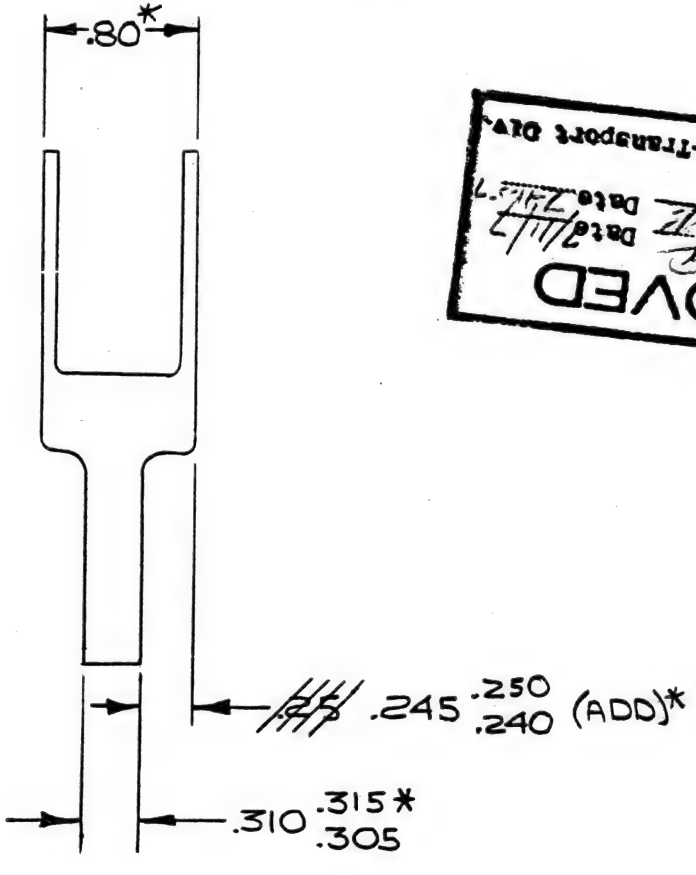
ISSUE NO.	DWG. TITLE: LUG, STRUT TIE - EXHAUST PLUG		
	ADCN	DRAWING NO.	SHT.
CHG. NO. ITEM 7811	R/	66-3305	-
SEC. NO. 78			
ALL			
CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

(ENGRG ERROR)

REVISE DIMENSION AS SHOWN.



APPROVED
Boeing Airp. Co.-Transport Div.
Chkd. By:
Appr'd. By:
Date 7/11/57
Date 7/11/57

*ADCN REF.

NONE. NO PARTS MADE.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

2-55 37 NOT PROCESS

MODEL 707		DWG. REC. CLK. 7-15-57	BOEING AIRPLANE COMPANY
DRAFTED EIS	6-17-57	RELEASE 7-15-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED E. White	6/18/57	B/P GROUP 7-15-57	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS R.L. Jenkins	6-19-57	TOOLING REQUESTED ROHR	☐ DEVIATION ☒ VARIATION
APPROVED			REASON: TO PROVIDE OPTIONAL METHOD OF FABRICATION (MFG FACILITY)
APPROVED K. Carmel	6/18/57	NONE - NO PARTS M.F.G. PROD. INFO.	

ISSUE NO.	ADCN	DRAWING NO.	SHT.
ITEM 7813	R1	66-3307	—
CHG. NO.			
SEC. NO. 78			
1-199			
CHG. EFF.			

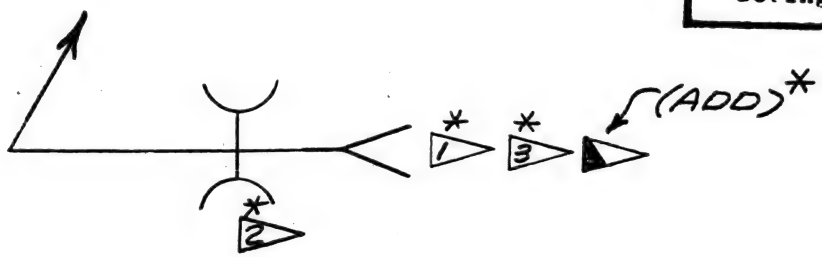
RING, SLEEVE DOOR SEAL
DWG. TITLE

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE DWG & ADD TO GENERAL NOTES AS SHOWN

APPROVED
Chkd. By: PURCOCH Date 7-10-57
Apprv'd. By: [signature] Date 7-11-57
Boeing Airp. Co.-Transport Div.



▷ FLASHWELD PER AMS 7490, OPTIONAL ← (ADD)*

*ADCN REF.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-RS

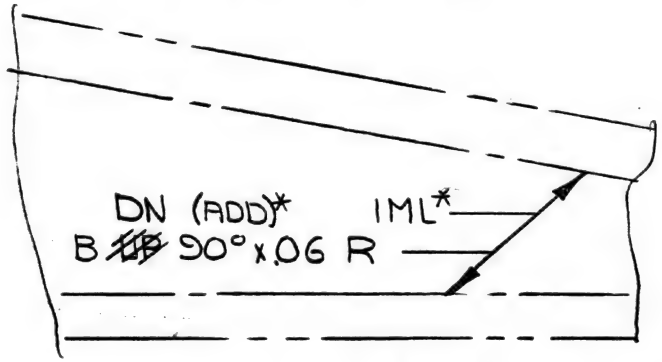
2-7000-21

2-55 27

MODEL 707-120		7-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADCN ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION REASON: FLANGE BEND INFORMATION DOES NOT AGREE WITH ASSY DWG. (ENGRG ERROR)	ISSUE NO. 7	DWG. TITLE RIB-SLEEVE DOOR, THRUST REVERSER	
DRAFTED E. WHITE	7/1/57	7-15-57 RELEASE		ADCN	DRAWING NO. / SHT.
CHECKED EIS	7/1/57	7-15-57 M15 B/P GROUP	CHG. NO. ITEM 7813	R-1	69-3549 –
STRESS —		ROHR REQUESTED	SEC. NO. 78		
APPROVED R. Ahern	7/2/57		ALL		
APPROVED	7/1/57	PROD. INFO.	CHG. EFF.		

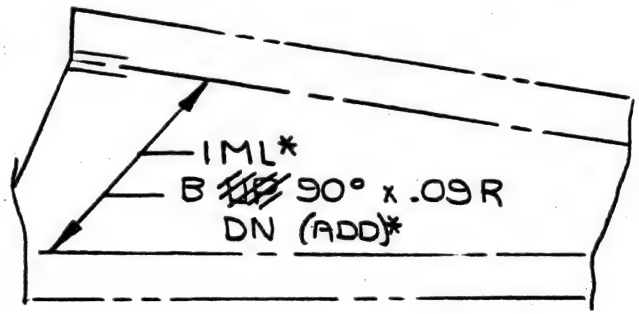
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE BEND INFORMATION AS SHOWN BELOW.



APPROVED
Chkd. By: PUNLARCH Date 7-10-57
Apprvd. By: [signature] Date 7-11-57
Boeing Airp. Co.-Transport Div.

69-3549-1, -2 OPP*



* ADCN REF.

NONE. NO PARTS MADE. 69-3549-3*

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

ADCN

2-58 21

MODEL 707-120		DWG. REC. CLK. 7-15-57	BOEING AIRPLANE COMPANY
DRAFTED E.WHITE	7/1/57	RELEASE 7-15-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED E/S	7/1/57	B/P GROUP 7-15-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS —		REQUESTED ROHR	☐ DEVIATION ☒ VARIATION
APPROVED R. Ahern	7/2/57	PROD. INFO.	REASON: FLANGE BEND INFORMATION DOES NOT AGREE WITH ASSY DWG. (ENGRG ERROR)
APPROVED Gis	7/1/57		

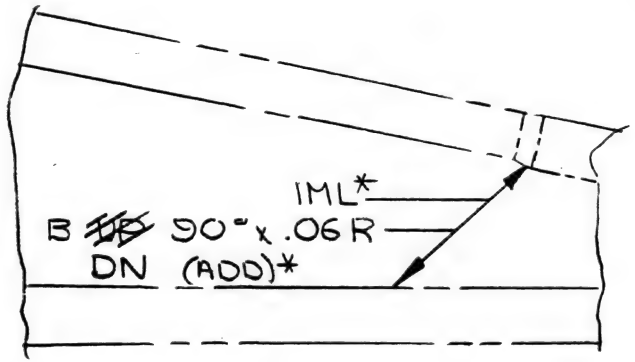
ISSUE NO.	R113 - SLEEVE DOOR THRUST REVERSER (DWG. TITLE)		
	ADCN	DRAWING NO.	SHT.
CHG. NO. ITEM 7813	R-1	69-4912	-
SEC. NO. 78			
ALL			
CHG. EFF.			

ADCN

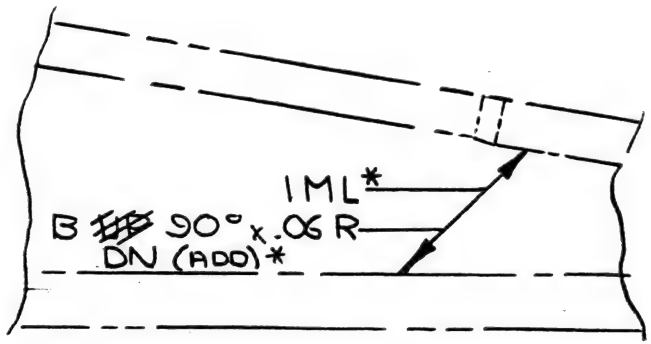
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE BEND INFORMATION AS SHOWN BELOW.

APPROVED
Chkd. By: WINLOCH Date 7-12-57
Appr'd. By: [signature] Date 7-11-57
Boeing Airp. Co.-Transport Div.



69-4912*



69-4912-1*

*ADCN REF

NONE. NO PARTS MADE.

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

2-53 27

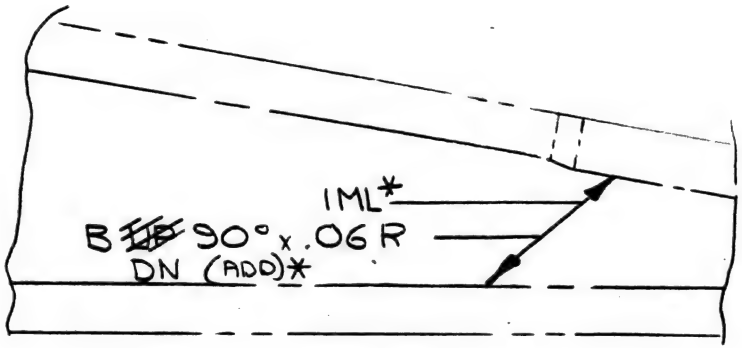
MODEL 707-120		7-7-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION REASON: FLANGE BEND INFORMATION DOES NOT AGREE WITH ASSY DWG. (ENGRG ERROR)	ISSUE NO. A	RIB-SLEEVE DOOR THRUST REVERSER DWG. TITLE
DRAFTED E. WHITE	7/1/57	7-15-57 RELEASE		CHG. NO. ITEM 7813	ADCN R-1 / DRAWING NO. 69-4913 / SHT. -
CHECKED EHS	7/1/57	7-15-57 M B/P GROUP		SEC. NO. 78	
STRESS -		ROHR REQUESTED		ALL	
APPROVED R. Ahern	7/2/57	PROD. INFO.		CHG. EFF.	
APPROVED [illegible]	7/1/57				

ADCN

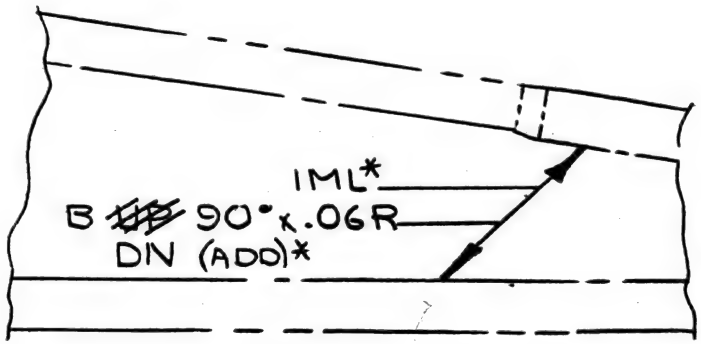
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	. . . . .									

REVISE BEND INFORMATION AS SHOWN BELOW.

APPROVED
Chkd. By: [illegible] Date 7-10-57
Apprd. By: [illegible] Date 7-11-57
Boeing Airp. Co.-Transport Div.



69-4913*



69-4913-1*

*ADCN REF

NONE. NO PARTS MADE

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

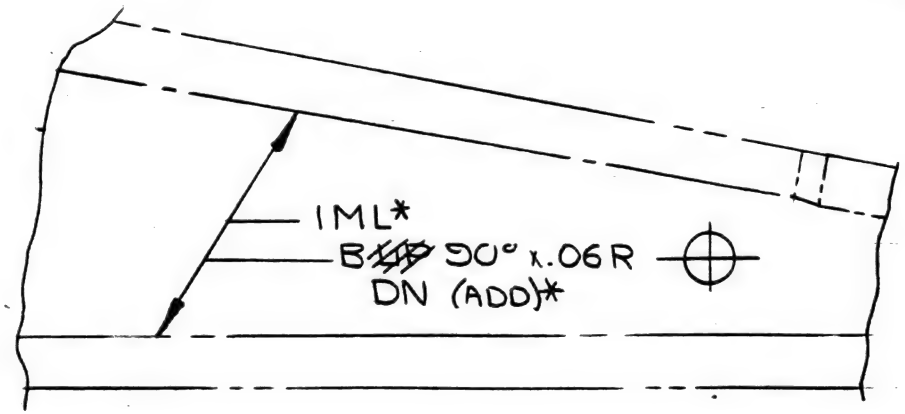
2-52 1T

MODEL 707-120		7-15-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	A ISSUE NO.	RIB - SLEEVE DOOR THRUST REVERSER DWG. TITLE	ADCN
DRAFTED E. WHITE	7/1/57	7-15-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ITEM 7813 CHG. NO.	ADCN: R-1	DRAWING NO.: 69-4914
CHECKED EIS	7/1/57	7-15-57 MB B/P UNIT	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	78 SEC. NO.		SHT.: -
STRESS		ROHR REQUESTED	☐ DEVIATION ☒ VARIATION	ALL CHG. EFF.		
APPROVED STANDARDS R. Ahern	7/2/57		REASON: FLANGE BEND INFORMATION DOES NOT AGREE WITH ASSY DWG. (ENGRG ERROR)			
APPROVED Gio	7/1/57	PROD. INFO.				

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	. . . . .									

REVISE BEND INFORMATION AS SHOWN BELOW.

APPROVED
Chkd. By: DUNLOCH Date 7-10-57
Appr'd. By: [illegible] Date 7-11-57
Boeing Airp. Co.-Transport Div.



NONE. NO PARTS MADE.

				WORK PRESS. PSI		NUMBER / TUBE ASSY	REQD	NUT / SLEEVE / END FITTINGS PER TUBE ASSY	REQD	ZONE / ZONE CODE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH

BAC 924 E-R2

1-53 2T REPRODUCIBLE TO IPD & ROAR

MODEL 707		4-6-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED S. Wood	6-10-57	RN 6/20/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED S. H. FELD	6/10/57	6-21-57 B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS W. Ross	6/10/57	BENNETT REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED [illegible]	6/10/57		REASON: TO CLARIFY DWG
APPROVED R. L. Bennett	6/17/57	PROD. INFO.	

ADCN

ISSUE NO.	CHG. NO.	SEC. NO.	CHG. EFF.
A	7812	78	ALL

CASCADE & DEFLECTOR THRUST REVERSER ASSY OF
DWG. TITLE

ADCN	DRAWING NO.	SHT.
2	65-4291	1

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN NOTES REVISE 3 AS SHOWN:

3 -1 ONLY
FURNACE BRAZE - --
(a) - - - - -
~~(b) EXTERIOR INSPECTION SHALL - - -~~
(b) WITH BRAZING ALLOY APPLIED TO ONE SIDE OF THE JOINT BEFORE BRAZING, EXTERIOR INSPECTION SHALL SHOW A COMPETE LINE OF BRAZE ALLOY ON BOTH SIDES OF COMPLETED JOINT.

ADD UNDERSCORED PHRASE ADCN(RET)

(C) IN THE EVENT SUBSEQUENT BRAZING IS REQD TO MEET REQUIREMENTS OF (b) OFF SIDE BRAZING IS ALLOWED; AND X-RAY INSPECTION SHALL BE EMPLOYED TO ESTABLISH COMPLIANCE WITH (a)

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 934 C-P3

2-7000

THRUST REVERSEER 3.19 6T NOT PROCESS

MODEL 707		6-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
KRISTOFFERSON DRAFTED	6-10-57	6-20-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED S. H. FELD	6/10/57	6-20-5782 B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS —		BENNETT 6-7000 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED [signature]	6/17/57		REASON: TO COMPLY WITH A STANDARDS CHANGE.
APPROVED [signature]	6/17/57	PROD. INFO.	

ISSUE NO.	EXHAUST PLUG INSTALLATION DWG. TITLE		
ITEM 7854 ~~CHG~~ NO.	ADCN 2	DRAWING NO. 65-3617	SHT. 1
SEC. NO.	1	65-3617	2
CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	66 3GT	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		V	4	~~BAC B30 BG -5-10A~~ BAC B30 BG -5C-10A	BOLT						
		V	16	~~BAC B30 BG -4-2A~~	BOLT						
		-1	3	BAC B30 BG -4C-2A							

SHT 1: CHANGE P/L AS SHOWN ABOVE, IN ZONE C4
CHANGE BOLT CALLOUTS AS SHOWN:

Y — ~~BAC B30 BG-5-10A~~ BAC B30 BG-5C-10A — ~~BAC B30 BG-4-2A~~ BAC B30 BG-4C-2A

SHT 2: IN ZONE'S B8, BG & DG CHANGE BOLT
CALLOUT AS SHOWN:

— ~~BAC B30 BG-4-2~~ BAC B30 BG-4C-2A

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

REPRODUCIBLE TO 1PDG 0204

3-48 27 NOT PROCESS

MODEL 707-120		RC6-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED E. WHITE	5/28/57	R26-20-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED EIS	5/31/57	6-20-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS R Wheeler	6/3/57	LOFT REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED			REASON: TO PROVIDE A STATION REFERENCE. (DWG CLARIFICATION)
APPROVED EIS	6/3/57	PROD. INFO.	

ISSUE NO.	DWG. TITLE: STRUT EXHAUST PLUG, ASSY OF		
	ADCN	DRAWING NO.	SHT.
CHG. NO. ITEM 7811	R-1	65-4286	2
SEC. NO. 78			
1-199 ±			
CHG. EFF. 301-1999			

PARTS LIST ISSUE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

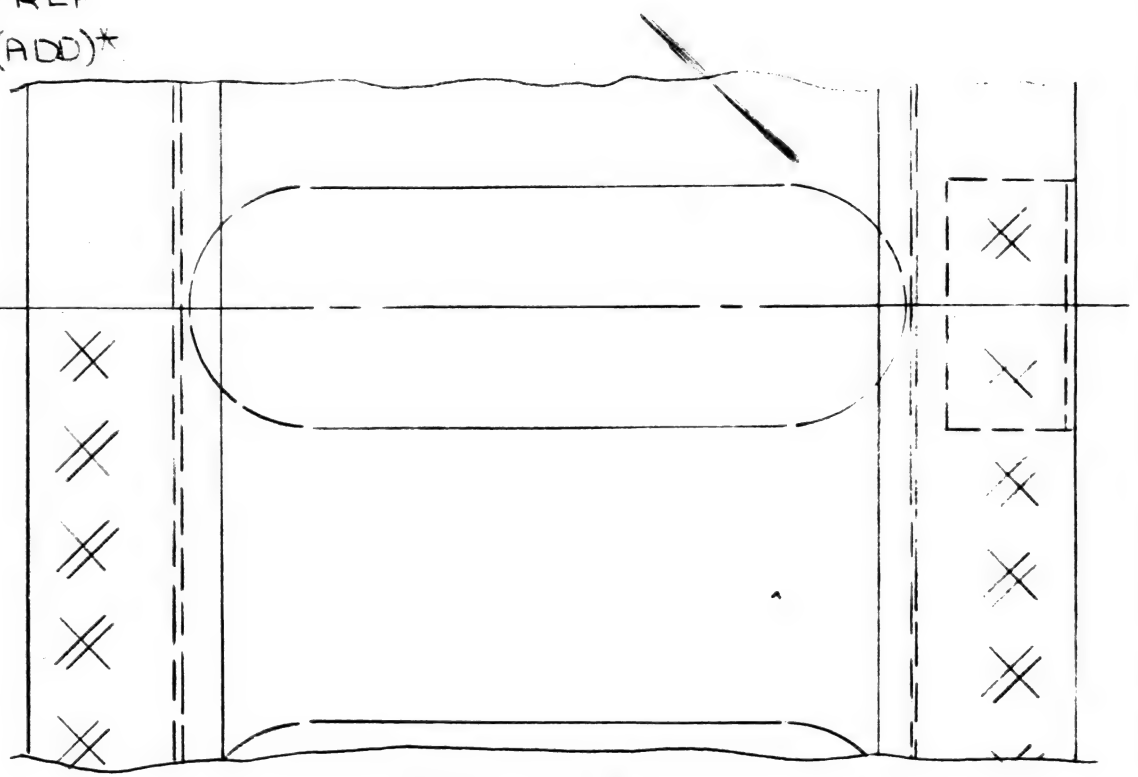
LABEL GRID LINE FOR STATION REFERENCE AS SHOWN BELOW.

RELEASED ☐ KC-135
CANCELLED ☒ 707

CHECKED Blakeslee 6/4/57
CHECKED
RELEASED J E Larson 6/7/57

N. STA 22.0 REF (ADD)*

℄ SYM* (EXCEPT AS NOTED)



(ZN B4)*

* ADCN REF

NONE. NO PROD. PARTS MADE.

AHP 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

ADCN

BAC 924 C-R5

2-7000

4-48 IT ONLY REPRODUCIBLE TO RD & ROHR

MODEL 707		QCC-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY, SEATTLE 14, WASHINGTON
DRAFTED S. Wood		RMC-20-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED Poindexter	6-17-57	6-20-57 EC B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS W. Bunz	6/17/57	ROHR REQUESTED	☐ DEVIATION ☒ VARIATION
STANDARDS Dunn	6/17/57		REASON: TO PROVIDE GAS VENT HOLES.
APPROVED N. L. Bennett	6/17/57	PROD. INFO.	

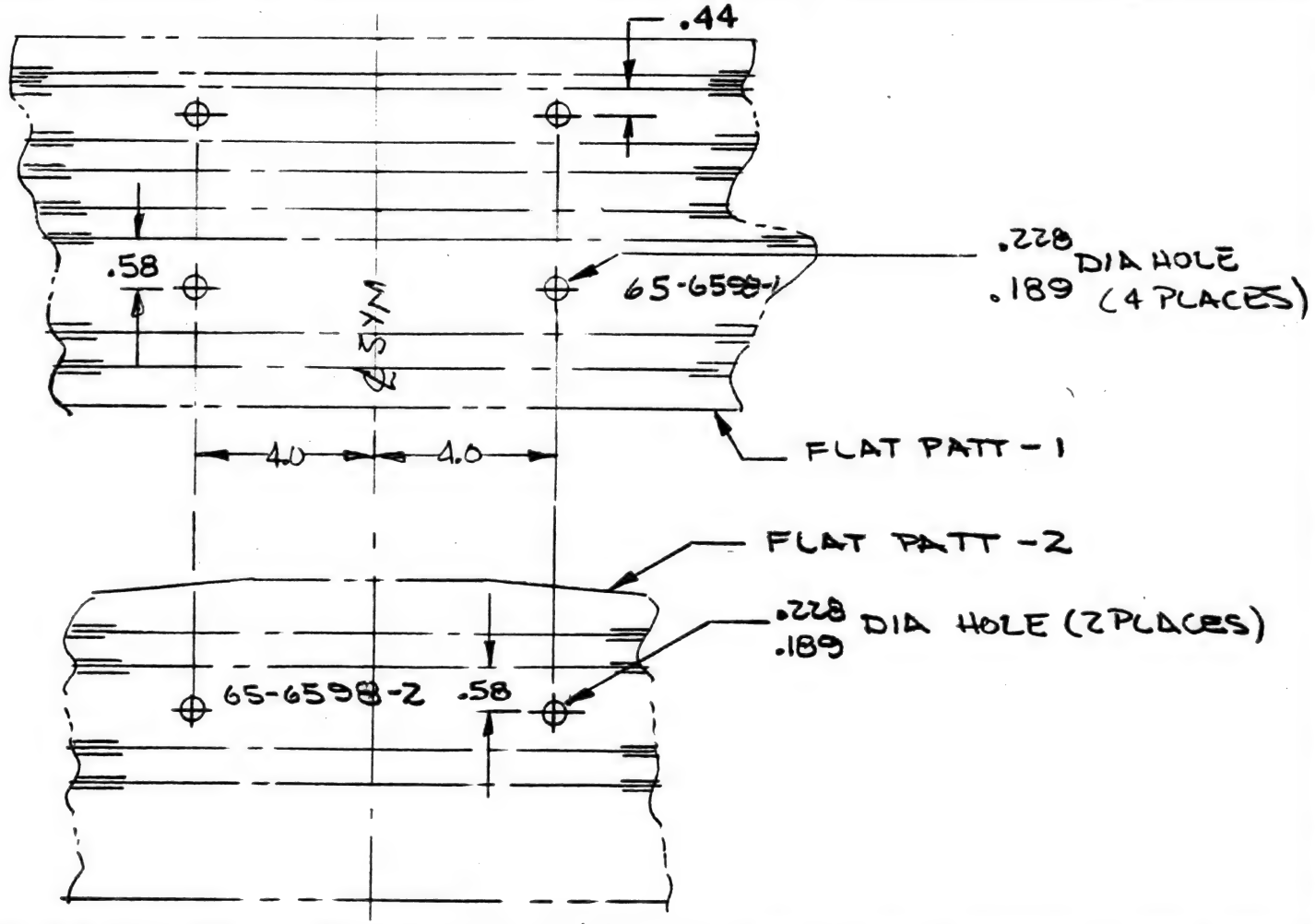
ISSUE NO.	ADCN	DRAWING NO.	SHT.
CHG. NO. 7815	1	65-6598	2
SEC. NO. 78			
CHG. EFF. ALL			

DWG. TITLE STIFFENERS CLAMSHELL THRUST REV.

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD HOLES TO FLAT PATTERNS OF -1 & -2 AS INDICATED.



			WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
					TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE										

4-51 2T REPRODUCIBLE TO IPD ONLY

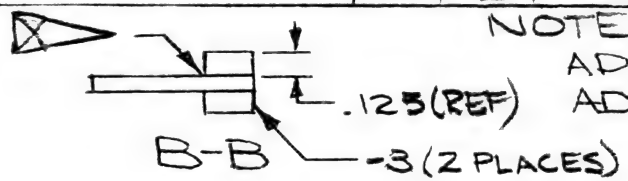
MODEL 707	DWG REC CLK 6-20-67	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	ISSUE No.
DRAFTED D. KREINER 6-6-7	RELEASE 9C 6-20-67	DRAWING DEPARTURE AUTHORIZATION	SEC. No. 78
CHECKED S. Wood 6-7-7	B/P UNIT 6-20-67 EC.	THE DWG WILL NOT BE CHANGED	CHG. No. 7812
STRESS W. Bmk 6/20	REQUESTED PRODUCTION I.P.D.	REASON: TO FACILITATE MANUFACTURE	
APPROVED Dawson 6/17	PROD INFO		
APPROVED H.E. Kinnard 6/19	SHOP INFO		ALL
APPROVED	DCR No. 1279		CHG EFF

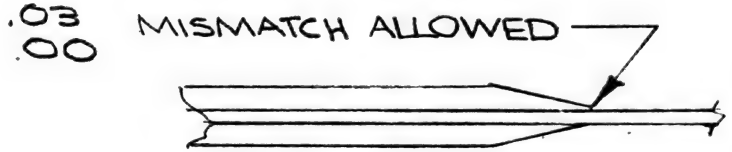
DWG TITLE BEAM-SUPPORT, THRUST REVERSER

DDA No.	DRAWING No.
1	69-3530
-	

PARTS LIST ZONE	REPLACES	-1	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P
			—	~~69-3530~~	~~BEAM~~		~~.30 X 12.18 X 2.59~~				
	69-3530	—	—	69-3530-1	BEAM, ASSY OF						
		✓	-1	-2	BEAM		.06 X 2.0 X 12.2	▷			
		✓	2	-3	FLANGE		.125 X .2C X 61.	▷			

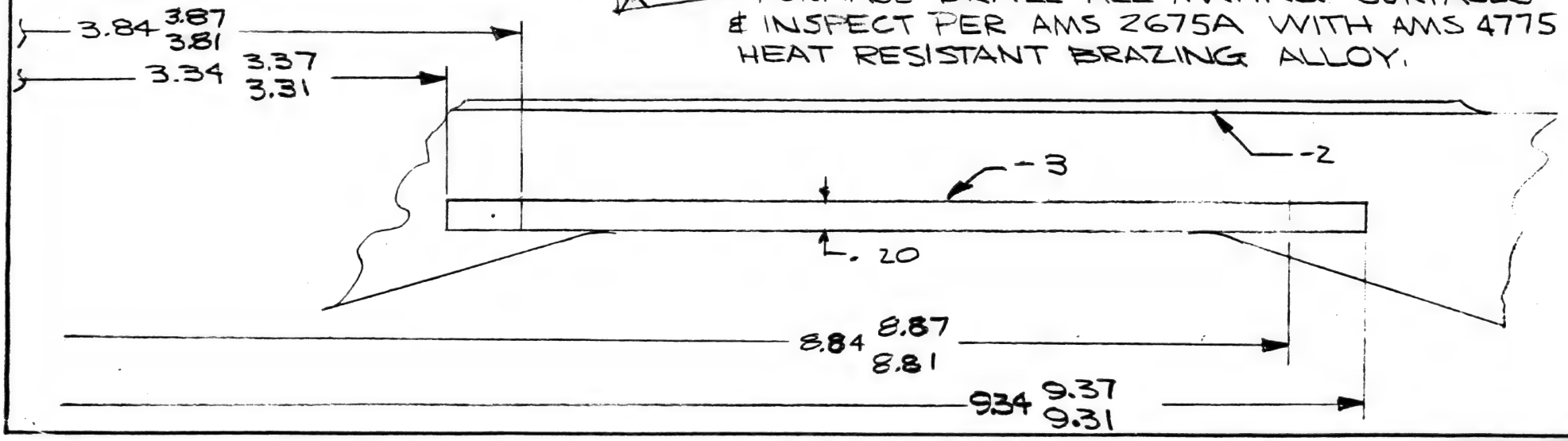
NOTE: ADDED TO P/L AS SHOWN ABOVE
ADDED OPTIONAL ASSY METHOD, AS SHOWN
ADDED DIM. TOLERANCES & ▷ BRAZE NOTE





A-A

▷ FURNACE BRAZE ALL MATING SURFACES & INSPECT PER AMS 2675A WITH AMS 4775 HEAT RESISTANT BRAZING ALLOY.



4-52 2T REPRODUCIBLE TO IPD ONLY

MODEL 707	DWG REC CLK 6-6-7 6-20-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	ISSUE No.
DRAFTED D. KREINER 6-6-7	RELEASE 6-20-57	DRAWING DEPARTURE AUTHORIZATION	SEC. No. 73
CHECKED S. Wood 6-7-7	B/P UNIT 6-20-57 BC.	THE DWG WILL NOT BE CHANGED	CHG. No. 7812
STRESS [illegible] 6/19	PRODUCTION REQUESTED I.P.D.	REASON: TO FACILITATE MANUFACTURE	
APPROVED [illegible] 6/17	PROD INFO		
APPROVED N.T. Bennett 6/17/57	SHOP INFO		
APPROVED	DCR No. 1280	ALL	CHG EFF

DWG TITLE BEAM - SUPPORT, THRUST REVERSER

DDA No.	DRAWING No.
2	69-3532

PARTS LIST ZONE	REPLACES	-1	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P
				~~69-3532~~	~~BEAM~~		~~.38 X 12.18 2.02~~				
	69-3532	-	-	69-3532-1	BEAM, ASSY OF						
		✓	1	-2	BEAM		.07 X 12.18 2.02				
		✓	2	-3	FLANGE		.156 X 2.20 X 3.5				

NOTE: CHANGED P/L AS SHOWN ABOVE.
ADDED OPTIONAL ASSY METHOD, AS SHOWN
ADDED DIM. TOLERANCES & ▷X BRAZE NOTE.

-3 (2 PLACES)

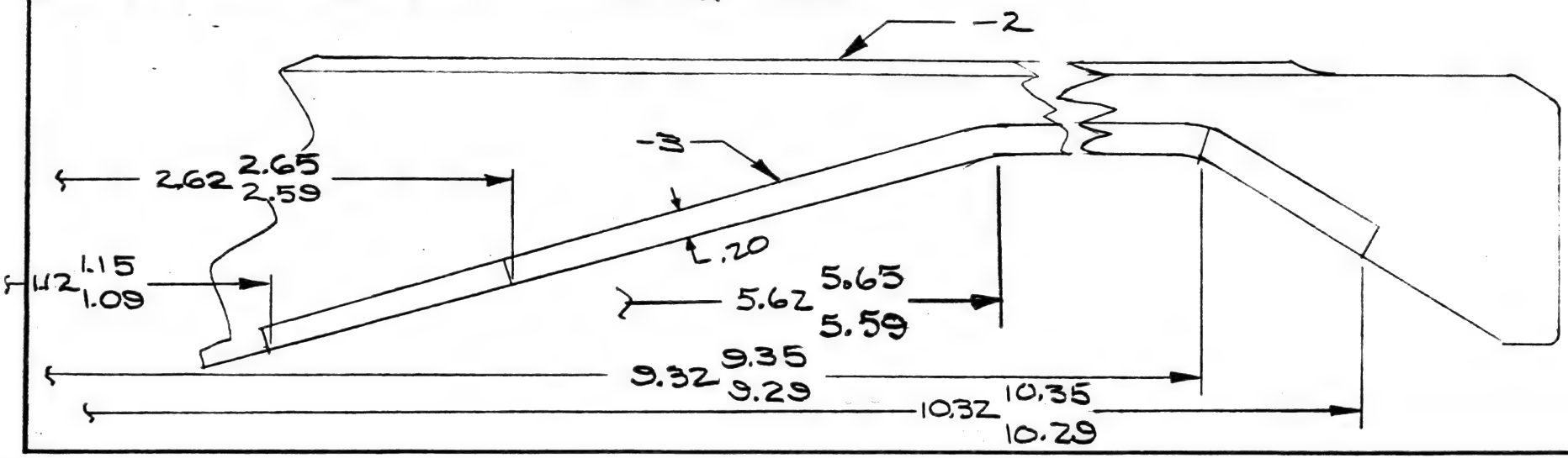
.156 (REF)

B-B

.03 .08 MISMATCH ALLOWED

▷X FURNACE BRAZE ALL MATING SURFACES & INSPECT PER AMS-2675A WITH AMS 4775 HEAT RESISTANT BRAZING ALLOY.

A-A



4-52 2T REPRODUCIBLE TO IPD ONLY

MODEL THRUST REVERSER	DWG REC CLK 226-20-52
DRAFTED D. KREINER 6-5-7	RELEASE 226-20-52
CHECKED S. Wood 6-7	B/P UNIT 6-20-52 BC.
STRESS W. Pond 6/10	PRODUCTION REQUESTED I.P.D.
APPROVED [illegible] 6/17	PROD INFO
APPROVED A. L. Bennett 6/17/52	SHOP INFO
APPROVED	DCR No. 1278

BOEING AIRPLANE COMPANY
SEATTLE 14, WASHINGTON

DRAWING DEPARTURE AUTHORIZATION

THE DWG WILL NOT BE CHANGED

REASON: TO FACILITATE MANUFACTURE.

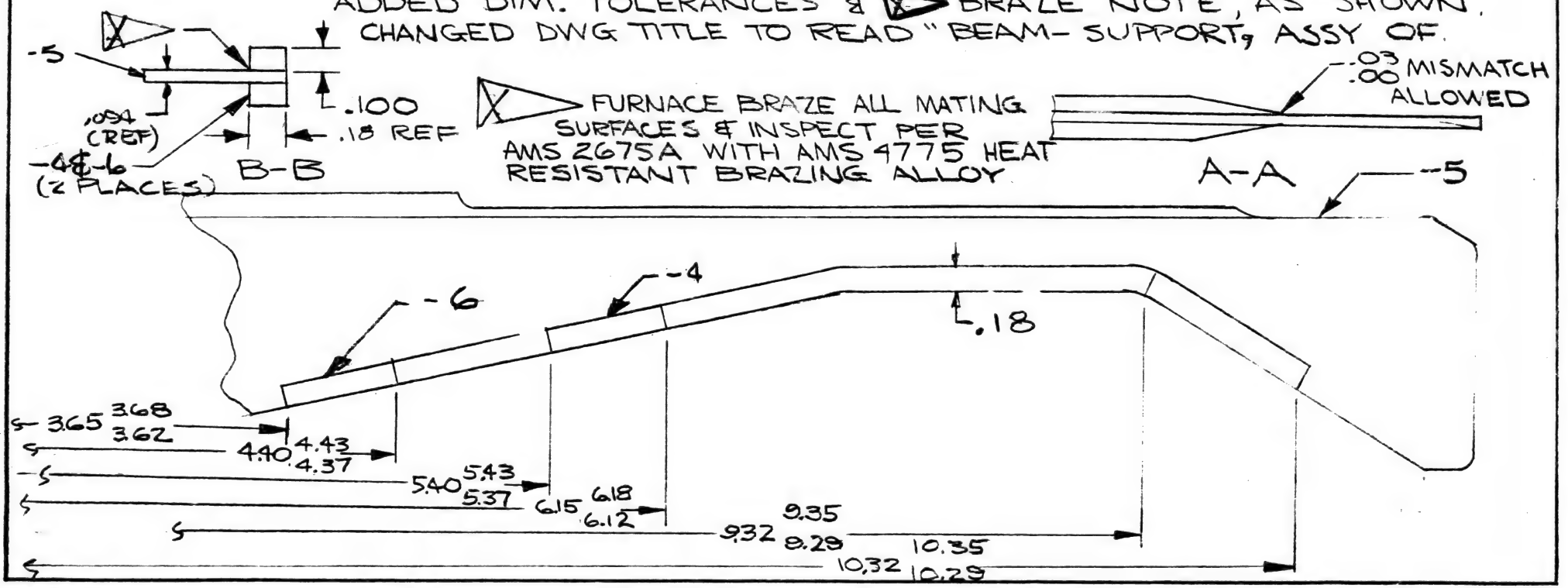
ISSUE No.	
SEC. No. 78	
CHG. No. 7812	
CHG EFF ALL	

DWG TITLE BEAM-SUPPORT, THRUST REV.

DDA No.	DRAWING No.
2	69-3533

PARTS LIST ZONE	REPLACES	-3	-2	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	FINISH	HEAT TREAT	P
					69-3533	BEAM		~~.30 X 12.2 X 20~~				
					-1	BEAM		~~.30 X 12.28 X 2.62~~				
	69-3533			—	69-3533-2	BEAM, ASSY OF						
	69-3533-1			—	69-3533-3	BEAM, ASSY OF						
			✓	2	-4	FLANGE		.18 X 1.20 X 5.5				
		✓	✓	1	-5	BEAM		.094 X 12.18 X 2.02				
		✓		2	-6	FLANGE		.18 X .120 X 7.0				

NOTE: CHANGED P/L AS SHOWN ABOVE.
ADDED OPTIONAL ASSY METHOD, AS SHOWN
ADDED DIM. TOLERANCES & ▷ BRAZE NOTE, AS SHOWN.
CHANGED DWG TITLE TO READ "BEAM-SUPPORT, ASSY OF.



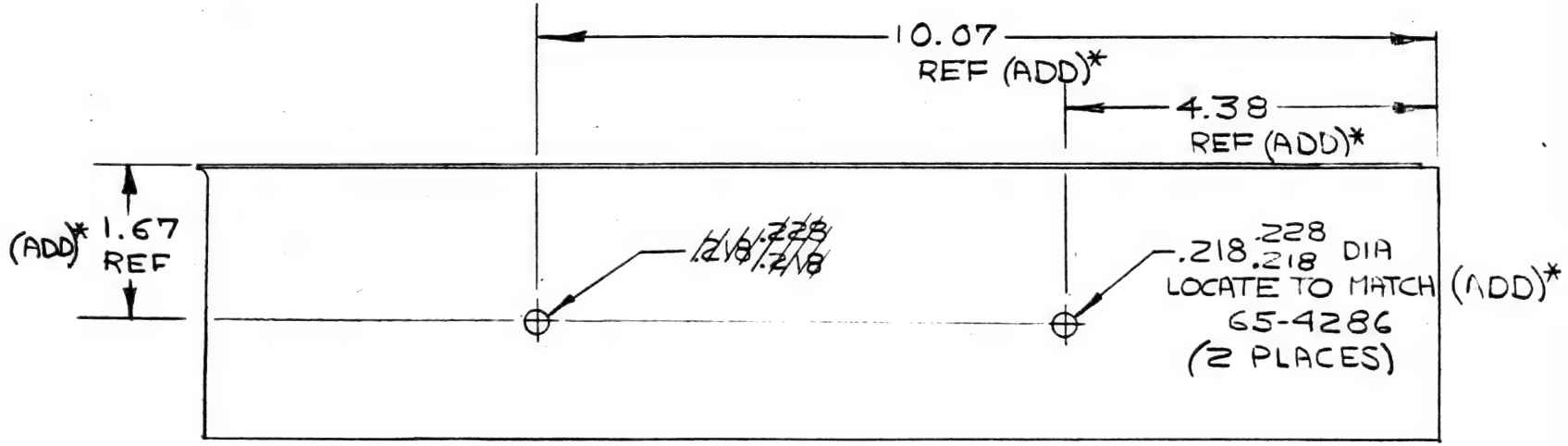
4.65 IT NOT PROCESS

MODEL 707-120		DWG. REC. CLK. 6-20-57	BOEING AIRPLANE COMPANY
DRAFTED E. WHITE	5/29/57	RELEASE RX6-20-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED EIS	5/29/57	B/P GROUP 6-20-57 CC	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS Wheeler	5/31/57	TOOLING REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED			REASON: HOLE PATTERN DOES NOT COINCIDE WITH ASSY DWG. (ENGRG ERROR)
APPROVED Eis	5/31/57	PROD. INFO.	

ISSUE NO.	STRUT FAIRING UPPER EXHAUST PLUG ASSY OF		
CHG. NO. ITEM 7811	DWG. TITLE		
SEC. NO. 78	ADCN: R-1	DRAWING NO.: 69-3541	SHT.: -
CHG. EFF. 1-199 ¢			
	301-1999		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD HOLE LOCATION NOTE AND REFERENCE DIMENSIONS AS SHOWN.



*ADCN REF

NONE. NO PROD. PARTS MADE

☑ BAC RELEASED
☐ CANCLD BY BAC
CHECKED Blakeslee 6/14/57
CHECKED Johnson 6/17/57 AP6

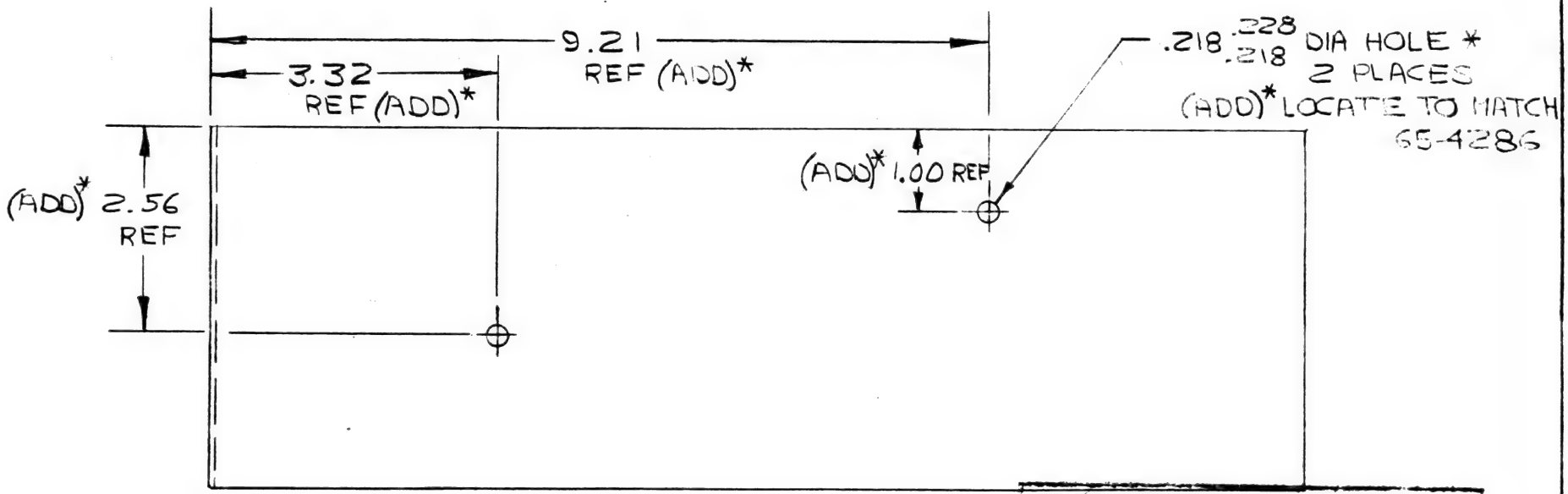
AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

NOT PROCESS

MODEL 707-120		QCC-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION REASON: HOLE PATTERN DOES NOT COINCIDE WITH ASSY DWG. (ENGRG ERROR)	ISSUE NO.	STRUT FAIRING CTR EXHAUST PLUG ASSY OF DWG. TITLE	
DRAFTED E. WHITE	5/29/57	RMC-20-57 RELEASE		ITEM 7811 CHG. NO.	ADCN: R-1	DRAWING NO.: 69-3543 SHT.: –
CHECKED EIS	5/31/57	6-20-57 EC. B/P GROUP		78 SEC. NO.		
STRESS [illegible]	5/31/57	LOFT REQUESTED		1-199 &		
APPROVED				301-1999 CHG. EFF.		
APPROVED [illegible]	5/31/57	PROD. INFO.				

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD HOLE LOCATION NOTE AND REFERENCE DIMENSION AS SHOWN.



* ADCN REF.

NONE. NO PROD. PARTS MADE.

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADCN ☑ 707

CHECKED [signature] 6/4/57
CHECKED
APPROVED [signature] 6/4/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

A-D-C-N

11 Indefinite 6-30 11 NOT PROCESS

MODEL 707-120		DWG. REC. CLK. 7-15-57	BOEING AIRPLANE COMPANY, SEATTLE 14, WASHINGTON
DRAFTED E. WHITE	6/18/57	RELEASE 7-15-57 EC	ADVANCE DRAWING CHANGE NOTICE
CHECKED ES	6/14/57	B/P GROUP LOFT	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS —		REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		PROD. INFO.	REASON: TO PROVIDE A STATION REFERENCE. (DWG CLARIFICATION)
APPROVED ES	8/14/57		

ISSUE NO.	STRUT EXHAUST PLUG, ASSY OF (DWG. TITLE)		
	ADCN	DRAWING NO.	SHT.
CHG. NO. ITEM 7811	R2	65-4286	2
SEC. NO. 78			
I-199			
CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

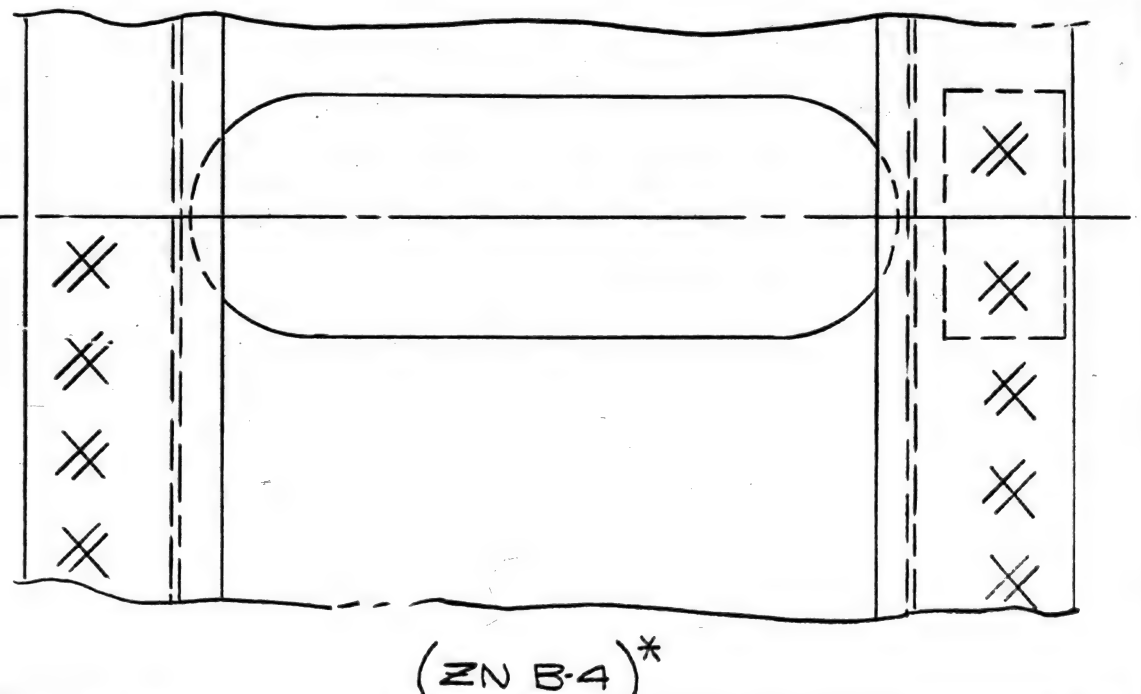
CANCELS ADCN R-1

REASON: GRID LINE INCORRECTLY LABELED.

LABEL GRID LINE FOR STATION REFERENCE AS SHOWN BELOW.

N STA 220 REF (ADD)*

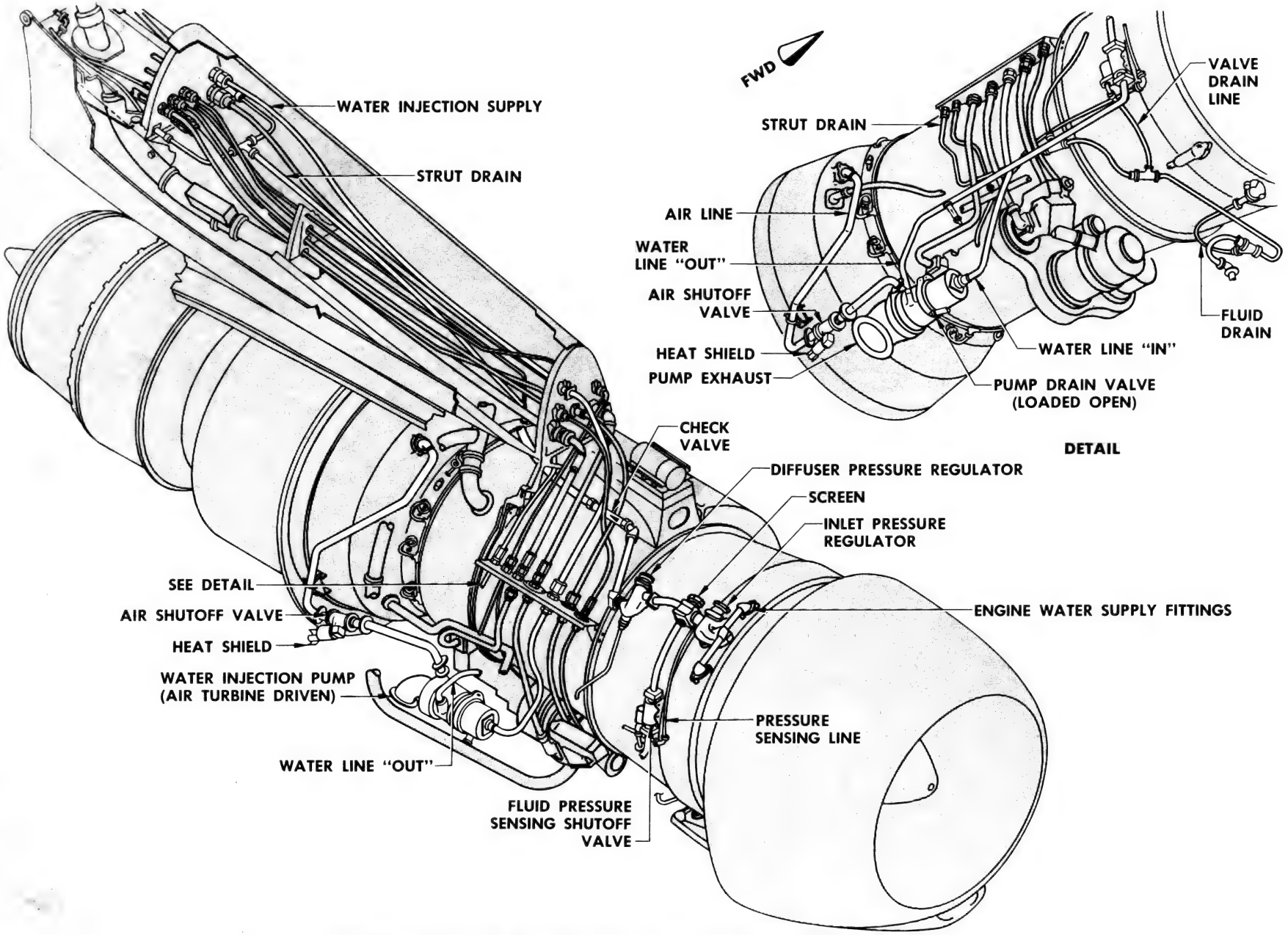
APPROVED
Chkd. By ES Date 7-10
Appr d. By [illegible] Date 7-11-57
Boeing Airp. Co.–Transport Div.



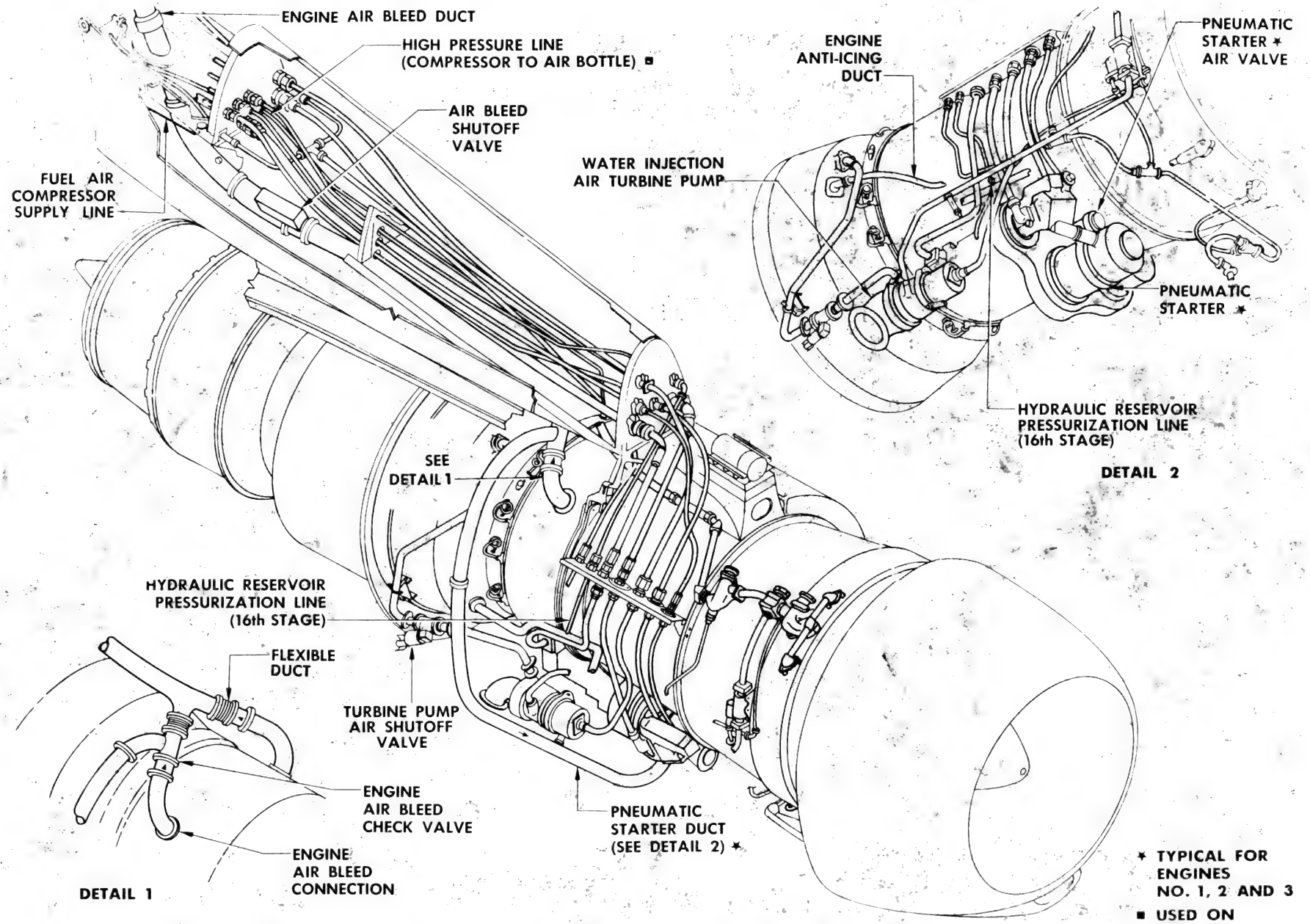
* ADCN REF ONLY

NONE. PARTS NOT AFFECTED.

ADCN



NACELLE WATER INJECTION AND DRAIN INSTALLATION



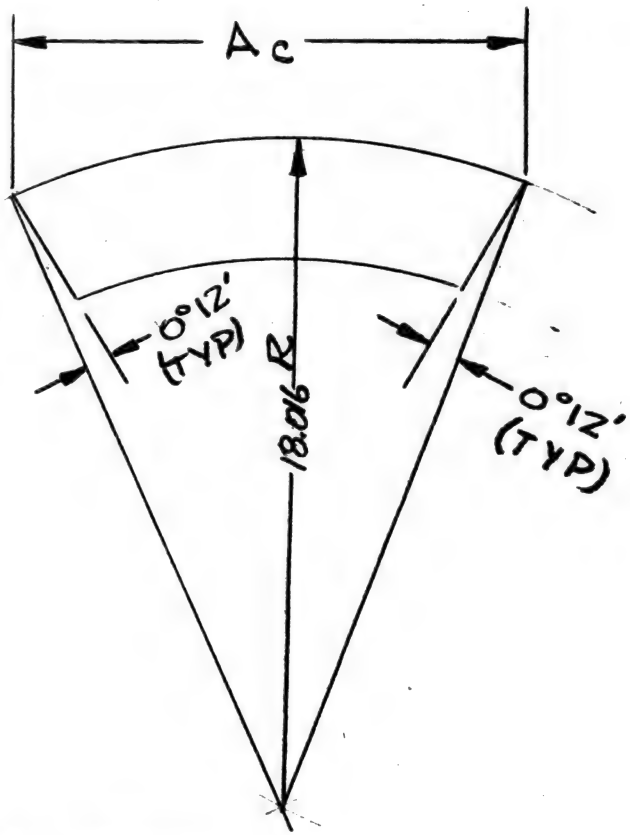
NACELLE PNEUMATIC INSTALLATION

MODEL 707	DWG REC CLK 6-18-57	BOEING AIRPLANE COMPANY	A	TURNING VANE THRUST REVERSER	
DRAFTED S. WOOD	RELEASE 6-18-57	DRAWING DEPARTURE AUTHORIZATION	ISSUE No.	DWG TITLE DDA No.	DRAWING No.
CHECKED 6/14/57	B/P GROUP 6-18-57	THE DWG WILL NOT BE CHANGED	CHG. No. 7812	1	65-4298
STRESS	I.P.D PRODCTION REQUESTED	REASON: TO FACILITATE MFG. OF WELDED ASSY	SEC. No. 78		
APPROVED 6/14/57	PROD INFO ▷		I.P.D. ONLY		
APPROVED 6/19/57	SHOP INFO		CHG EFF		
APPROVED	ELR OR DCR ✓				

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE MAIN VIEW TO ADD DIMENSIONS AS INDICATED

ASSY NO.	Ac
-81	3.075
-83	3.054
-85	2.963
-87	2.961
-89	3.843
-91	4.215



▷ FOR USE ON 65-4291-3 ASSY ONLY

6-5-3 ✓1

MODEL 707		6-18-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	A ISSUE NO.	TURNING VANE THRUST REVERSER DWG. TITLE
DRAFTED S. WOOD	6-12-7	7C675-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	7812 CHG. NO.	ADCN 1 / DRAWING NO. 65-4298 / SHT.
CHECKED L. Greenop	6/14/7	6-18-5782 B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 78	
STRESS ———		ROHR REQUESTED	☐ DEVIATION ☒ VARIATION		
STANDARDS		☒ PROD. INFO.	REASON: TO CORRECT DRAWING ERRORS	-1 ASSY ONLY CHG. EFF.	
APPROVED Dan Hilliard	6/14/7				

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE DIMS. INDICATED BELOW IN ZN A4

ASSY NO	DIM "A" ±.01	DIM "B"	DIM "X"	DIM "Y"
-81	3.070	~~3.120~~ 3.128	.030	.035
-83	3.050	~~3.120~~ 3.128	.035	.050
-85	~~3.000~~ 2.957	~~3.120~~ 3.128	~~.025~~ .050	.1250
-87	2.950	~~3.120~~ 3.128	.1250	.054
-89	3.820	~~3.905~~ 3.899	.064	.025
-91	~~4.190~~ 4.177	~~4.224~~ 4.231	.054	.000

☒ NO PARTS MADE - PART NUMBERS NOT CHANGED

				WORK PRESS. PSI		NUMBER	REQD	NUT	SLEEVE	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH
						TUBE ASSY		END FITTINGS PER TUBE ASSY			ZONE CODE										

8-68 IT REPRODUCIBLE TO IPD. & ROHR

MODEL 707	WJ 7-15-57 DWG REC CLK	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	~~MCR No.~~
DRAFTED V.P. WEED 7/4/57	RELEASE	**DRAWING DEPARTURE AUTHORIZATION**	SEC No.
CHECKED [illegible] 7/11/57	7-15-57 LB B/P UNIT	THE DWG WLL NOT BE CHANGED	ITEM 7832
STRESS	PEARSON R. REQUESTED	REASON: NEW HI-TEMP BEARING NOT AVAILABLE AT THIS TIME.	
STANDARDS	PROD INFO		
APPROVED [illegible] 7-11	SHOP INFO		
APPROVED	DCR No.		CHG EFF

ASSEMBLY DIRECTIONAL VALVE
DWG TITLE THRUST REVERSER

DDA NO.	DRAWING NO.
1	69-3507

PARTS LIST ZONE	REPLACER 69-3507	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX.)	MATERIAL	HEAT TREAT	FINISH
	✓	1	~~RAP3M5-51~~	~~BEARING BALL (BAC-B10A-680)~~		~~MARLIN ROCKWELL CORP. JAMESTOWN N.Y. (OR EQUIV.)~~			
	✓	1	RA3M5 ✱	BEARING BALL		FAFNIR BRG. CO. NEW BRITAIN. CONN. (OR EQUIV.)			

✱ REMOVE NON-METALLIC SEALS & REPACK WITH SHELL 21176A SILICONE GREASE.
OPTIONAL: REPLACE NON METALLIC SEALS WITH TEFLON SEALS.

▷ FIRST TWO UNITS MFG'D BY ROHR.

▷ FIRST FOUR UNITS MFG'D BY IPD

7-52 LT.

DI 7-3-57

MODEL 707		DWG. REC CLK ~~7-1-57~~	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON
DRAFTED E. HELLAND	10-31-56	RELEASE ~~11-6-56~~ 12-11-56 2/57	ADVANCE DRAWING CHANGE NOTICE
CHECKED		~~11-6-56~~ 7-3-57 CP B/P UNIT	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED			REASON: TO BRING TAB BLOCK UP TO DATE
APPROVED G. Hildahl	11-1-56	PROD. INFO.	

ADCN

ISSUE NO	DWG TITLE: SUPPORT BRACKET REVERSE THRUST CONTROL ASSY. OF		
CHG NO PRR 9500	ADCN	DRAWING NO	SHT
SEC NO 51	~~1~~	~~69-1581~~	—
CHG EFF NOTED	3	69-1581	—

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REPLACES ADCN #1
DRAWN: SEYMOUR 7-1-57
REASON: TO BRING TAB BLOCK UP TO DATE
CHECKED:
APPROVED: a.O. Sundstrom 7-2-57

CHANGE TAB BLOCK AS SHOWN:

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.
51		69-1621	707				
51	1	~~65-1794~~	~~707~~	1-1999	69-1581-2		
~~51~~	1	~~65-1798~~	~~707~~	1-1999	~~69-1581-2~~		

BAC 924 D-R4

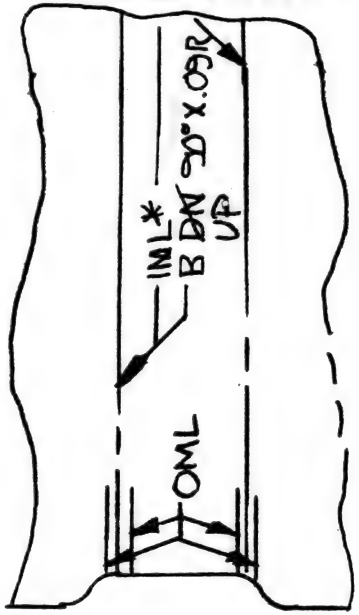
WP 11/5

THRUST REVERSER 11-50 2T ELR 88727

MODEL 707		DWG REC CLK 7-8-57	BOEING AIRPLANE COMPANY	ISSUE NO. 95000	STRUT-EXHAUST PLUG-ASSY OF DWG. TITLE
DRAFTED RAY A. STEWART	62457	RELEASE 7-8-57	ADVANCE DRAWING CHANGE NOTICE	CHG. NO.	ADCN 2 / DRAWING NO. 65-42860 / SHT 2
CHECKED Burke 6-27-57		B/P GROUP 7-5-57 E	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO.	
STRESS		REQUESTED PELICOTTI 2-3944	☐ DEVIATION ☒ VARIATION		
APPROVED		P PROD. INFO.	REASON: FLAT PATTERN DOES NOT AGREE WITH PART SHOWN IN ASSY	CHG. EFF.	
APPROVED Austin 6/28/57					

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN A2
CHG F/P AS SHOWN



P DETAIL PLNG & TOOLS - 4 AFFECTED

*ADCN REFONLY
AP 7/5/57

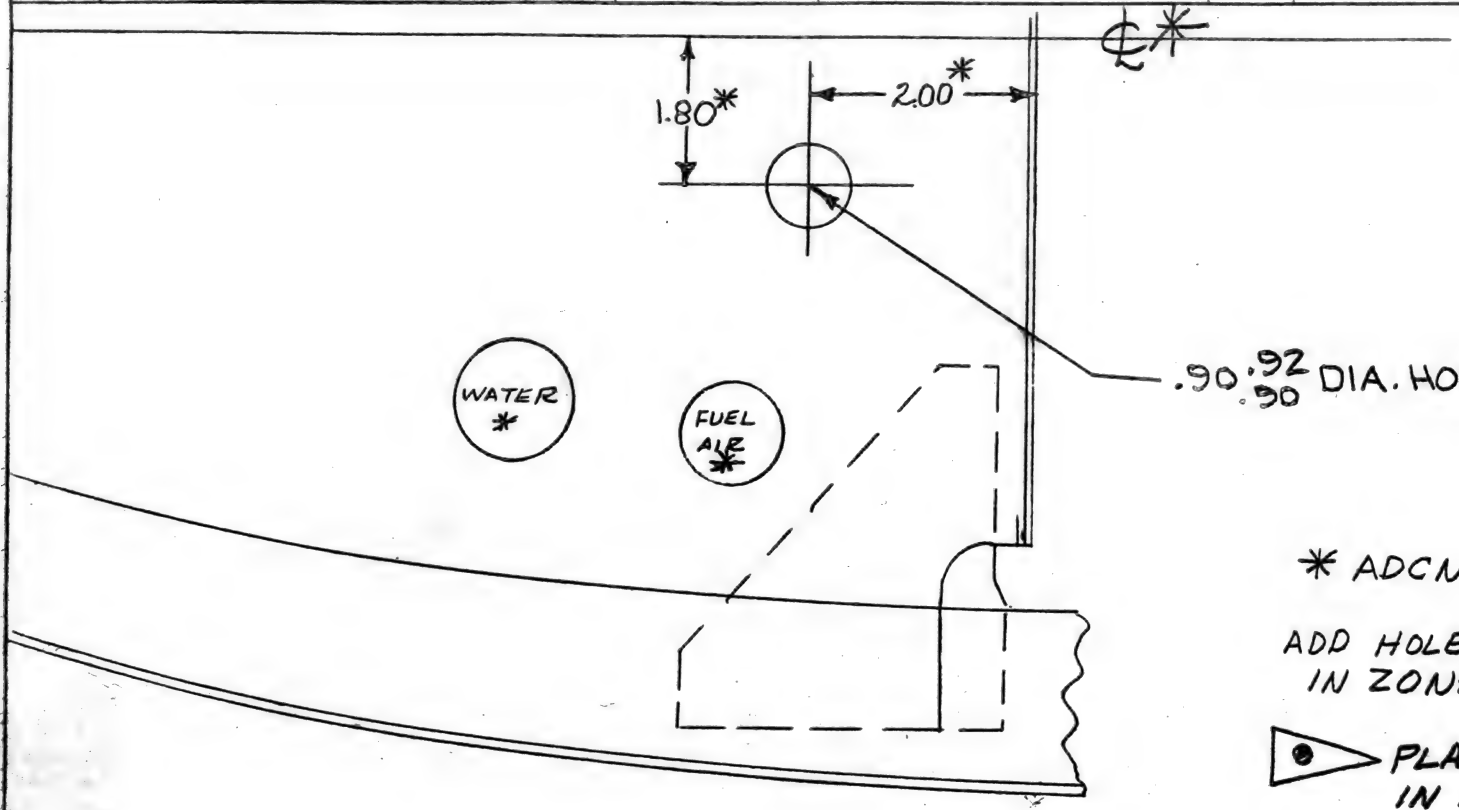
AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

2.60 IT

MODEL 707		6-21-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED POHLOT	6/8/57	6-21-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED Hwb		6-21-57 EC B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS G. Saier	6/12/57	AIR COND REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED W. S. Ronaldson All. R.			REASON: RELOCATION OF CABIN PRESSURE CONTROL SYSTEM PRESSURE SOURCE
APPROVED		PROD. INFO.	

ISSUE NO.	DWG. TITLE	
A	CLOSURE RIB INSTL.- INBD NACELLE STRUT	
CHG. NO. PRR 10747	ADCN 7	DRAWING NO. 8-8119 SHT. 2A
SEC. NO. 72 1-199 301-1999		
CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P



* ADCN REF ONLY

ADD HOLE TO DWG AS SHOWN IN ZONE B-4

PLANNING & TOOLING IN ACCORD.

AHP 6/19

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

ADCN

WING

1-77

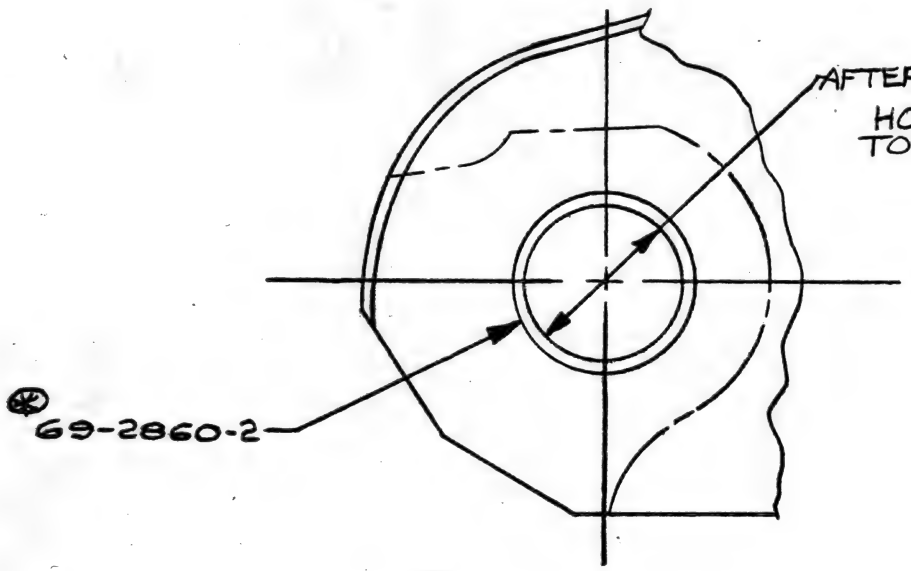
MODEL 707		9-16-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED SEEGER & O.F	6-3-7	9-26-21-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED L.L. Shaffer	6/12/57	6-21-57 CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED J.P. Miller	6/14/7	P PROD. INFO.	REASON: ADD REAMED I.D TO BUSHING
APPROVED Bailly 6-15-57			

ISSUE NO.	DWG. TITLE		
B	SUPPORT INSTALLATION FORWARD DRAG INBD. NACELLE		
	ADCN	DRAWING NO.	SHT.
PRR CHG. NO. 95000	6	50-8727	2
SEC. NO. 12			
1 THRU 1999			
CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	. . . . .									

ADD CALLOUT TO DWG AS SHOWN BELOW ~



⊛ ADCN REF. ONLY

R JENSEN, 6-3320

P ASSY'S COMPLETED MUST AGREE

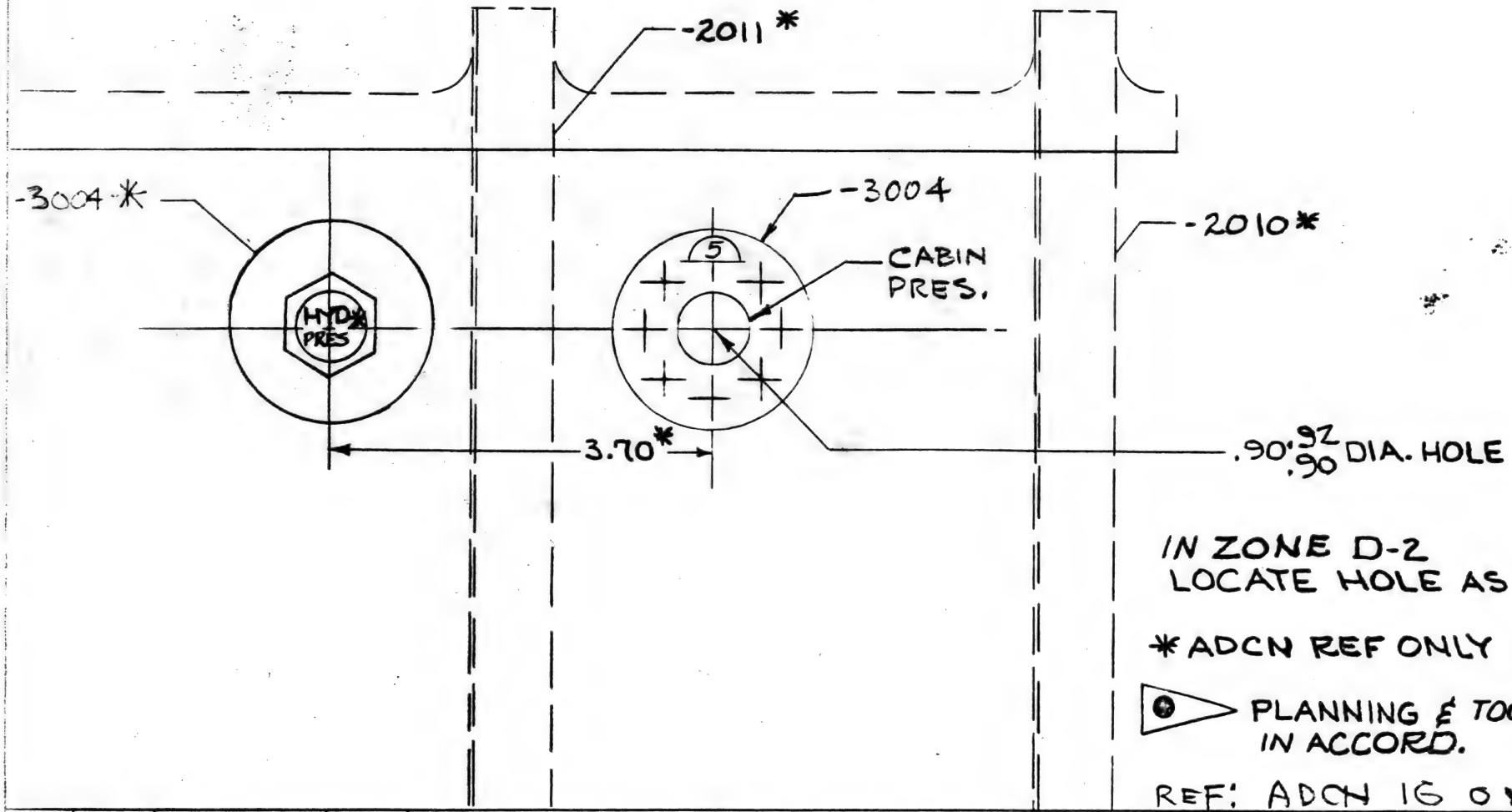
HP 6/18

AIRP. SEC. .. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

1-56 IT

MODEL 707		6-21-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	A	MID SPAR INSTALLATION-INBD	
DRAFTED POHLOT	6/8/57	AC 6-21-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE NACELLE STRUT	
CHECKED HMB		6-22-57 CB B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 10747 ~~CHG~~ NO.	ADCN 18	DRAWING NO. 4-5175 SHT. 3A
STRESS G. Fair	6/12/57	AIR COND REQUESTED	☐ DEVIATION ☐ VARIATION	SEC. NO. 72 1-199, 301-1993		
APPROVED J. P. Donaldson 6/12			REASON: RELOCATION OF CABIN PRESSURE CONTROL SYSTEM PRESSURE SOURCE			
APPROVED		PROD. INFO.		CHG. EFF.		

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P



IN ZONE D-2
LOCATE HOLE AS SHOWN:

* ADCN REF ONLY

PLANNING & TOOLING IN ACCORD.

REF: ADCN 16 ON SH-1A

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

AP 6/19 2-7000

ADCN

D17-10-57 7-75 1T

MODEL 707

DRAFTED IRENE NELL 11/6/56

CHECKED 11/6

STRESS

APPROVED Donaldson 11/6/56

APPROVED REEttage 11-9-56

DWG. REC. CLK. 11-17-56

RELEASE 11/12/56 E77 7/11/57

B/P GROUP 7-15-57 m A

REQUESTED P. Donaldson P.P. 6-7000

PROD. INFO.

BOEING AIRPLANE COMPANY
ADVANCE DRAWING CHANGE NOTICE

THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN

☐ DEVIATION ☒ VARIATION

REASON: TO AGREE WITH PLUMBING INSTALLATION RELEASE

ISSUE NO. 7400

CHG. NO. PRR 10655

SEC. NO. 74

1 THRU 199
301 THRU 1999

CHG. EFF.

STRUT ASSEMBLY OUTBOARD NACELLE EQUIPMENT

DWG. TITLE

ADCN	DRAWING NO.	SHT.
~~2~~	~~50-8228~~	1
5	50-8228	1

ADCN

PARTS LIST ZONE	REPLACES -10	-9	-8	-7	-6	-5	-4	-3	-2	-1	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
											+ 1	~~50-5548-1~~ 50-5548-2	PLUMBING INSTL STRUT No 4	(5)					
											+ 1	~~50-5548~~ 50-5548-1	PLUMBING INSTL STRUT No 1	(5)					
											1	50-5548-3	PLUMBING INSTL STRUT NO. 1	(5)					
											1	50-5548-4	PLUMBING INSTL STRUT NO. 4	(5)					

CHANGE P/L AS SHOWN ABOVE

DRAFTED.-OSTERLOH 6/26/57
CHECKED. T. BURDO 6/26/57
APP. E77 Donaldson
APP. REEttage 6-28-57 6/28
TO BRING UP-TO-DATE

ADCN 5 REPLACES ADCN 2 & CANCELS ADCN 4

AP 7/3/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

EEW 11/9/56

2-7000

POWER PLANT 7-67 IT COORD SHT CX 10-93

ADCN

MODEL 707		7-10-57 DWG. REC CLK	BOEING AIRPLANE COMPANY
GLENN R. DOWNING DRAFTED	6-12-57	7-12-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED Rothenbuhler	7/3/57	7-15-57 MS B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		SAFFELL 6-3060 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED		P O.S.I.A PROD. INFO.	REASON: ADDITION OF ELECTRICAL GROUNDING PROVISIONS
APPROVED Kachel	7/5/57		

ISSUE NO.	STIFFENER R.H. SIDE INBD NAC STRUT DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
ITEM 95000 CHG. NO.	~~2~~	~~5-88447~~	~~1A~~
SEC. NO. 72	3	5-88447	1A
1-199 & 301-1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	-3006	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
1		✓	1	5-88447-2000	STIFFENER	C52A	BAC1517-497 X 81.70 LG	1	T6	SRF 2.115	RF
	NEW	—	—	5-88447-3006	STIFFENER, ASSY OF	C52A					RF
	NEW	✓	2	69-5363	BRACKET, ASSY OF	C42A C52A					
	NEW	✓	2	69-5363-1	BRACKET, ASSY OF	C32A C92A					
	NEW ③ →	✓	2	69-5363-2	BRACKET, ASSY OF	C82A					
	NEW	✓	1	12LHA1-02	NUT-PLATE (BAC-NIOLA-A3S)	C22A	ELASTIC STOP NUT CORP. OF AMERICA UNION, NEW JERSEY (OR EQUIVALENT)				

CHANGE PARTS LIST AS SHOWN ABOVE ADD -3006 REL. COLUMN

CHANGE DWG TITLE TO READ AS FOLLOWS: "STIFFENER, R.H. SIDE INBD NAC STRUT, ASSY OF"

REPLACES ADCN 2
ADVANCE COPIES ONLY RELEASED
REASON: TO ADD (1) 69-5363-2 BRACKET ASSY TO DWG PER ELR 2323. (CX10-136) 7-2-7
DRAFTED: GLENN R. DOWNING
CHECKED: Rothenbuhler 7/3/57
APPROVED: Kachel 7-2-7

ADCN NOTE: SEE DCN B ON 5-88447 SHT 2A, ADCN 2 ON 5-88447 SHT 1A; 69-5363 (NEW DWG), ADCN 8 ON 5-85617 SHT 1A, & ADCN 9 ON 5-85617 SHT 2A FOR COMPLETE CHANGE. ③ → ALSO SEE ADCN 3 ON 5-88447 SHT 2A

P REWORK EXISTING PARTS INSTL & ASS'Y

CHANGE TAB BLOCK AS SHOWN BELOW

AHP 7/11/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
72	2	5-85617	707	301 THRU 1999	5-88447-3006		1A & 2A
~~72~~	~~2~~	~~5-85617~~	~~707~~	~~301 THRU 1999~~	~~5-88447-2000~~		~~1A & 2A~~
72	2	5-85617	707	1 THRU 199	5-88447-3006		1A & 2A
~~72~~	~~2~~	~~5-85617~~	~~707~~	~~1 THRU 199~~	~~5-88447-2000~~		~~1A & 2A~~

BAC 926 C-RS

Preston 64510 6-24-7 7-2-7

2-7000.

3-84 11

ADCN

MODEL 707		DWG. REC. CLK. 7-17-57	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION REASON: CALLOUT NEW BOLT	ISSUE NO. New	DWG. TITLE ENGINE MOUNT INSTALLATION
DRAFTED P.H. CORSER	7-9-57	RELEASE EXH 7/18/57		CHG. NO. PRR 95000	ADCN 3 / DRAWING NO. 50-10650 / SHT. 1A
CHECKED [illegible]	7/9/57	B/P GROUP 7-18-57 EC		SEC. NO. 76	
STRESS —		REQUESTED 6-7000		1-199	
APPROVED [illegible]	7/10/57			CHG. EFF. 301-1999	
APPROVED		PROD. INFO.			

PARTS LIST ZONE	REPLACES	50-10650-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
—		✓	2	6-83855	BOLT - SUPT LINK	C7	—				
6-83855		✓	2	6-83855-1	BOLT - SUPT LINK	C7					

CHANGE A/L AS SHOWN ABOVE

CHANGE CALLOUT IN REAR VIEW FROM ~~6-83855~~ TO 6-83855-1

AA 7/16/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

3-75 2T

MODEL 707		RR 7/17/57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED WILLARD DALE	7-2-57	RR 7/18/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED [signature]	7/9	7/18/57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS [signature]	7-9-7	P. DONALDSON P.D. 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED [signature]	7/9/57	▷ PROD. INFO.	REASON: TO PROVIDE SUPPORT FOR THRUST-REVERSER CONTROL BRACKET
APPROVED [signature]			

A ISSUE NO.	LOWER SPAR INSTL. INBD NAC STRUT DWG. TITLE		
PRR-10826 CHG. NO.	ADCN 12	DRAWING NO. 3-3100	SHT. 1A
SEC. NO. 72			
1-199 CHG. EFF. 30 1-1999			

PARTS LIST ZONE	REPLACES	-500 B	-3000 B	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	(REF) 69-4279-1	✓	✓	1	69-4279-3	FAIRING SUPPORT LOWER SPAR	AB					
	NEW	✓	✓	1	69-5434	STIFFENER	AB					
	NEW	✓	✓	1	69-5434-1	STIFFENER	AB					
	(REF) 66-4522	✓	✓	1	66-5025-1	STIFFENER ANGLE	AB					
	NEW	✓	✓	1	-3025	DOUBLER	AB	.040 x .85 x 4.50	▷3	-	F-8.05	P

CHANGE P/L AS SHOWN ABOVE:

▷ REWORK EXISTING PARTS
SCRAP 66-4522 & 69-4279-1

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 934 C-RS

2-7006

3-76 IT NOT PROCESSED.

MODEL 707		7-22-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED CW HULL	6/3/57	7-22-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED Hanlon	6/5/57	7-22-746 B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS Holt	6/6/57	ROHR 4-1362 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E L Boulton	6/14/57	Pc PROD. INFO.	REASON: TO ELIMINATE HAVING TO DISASSEMBLE & REMOVE THE FRAME & CLIP FROM ASSEMBLY JIG FOR DIMPLE & CSK. OPERATION. (MFG FACILITY)
APPROVED			

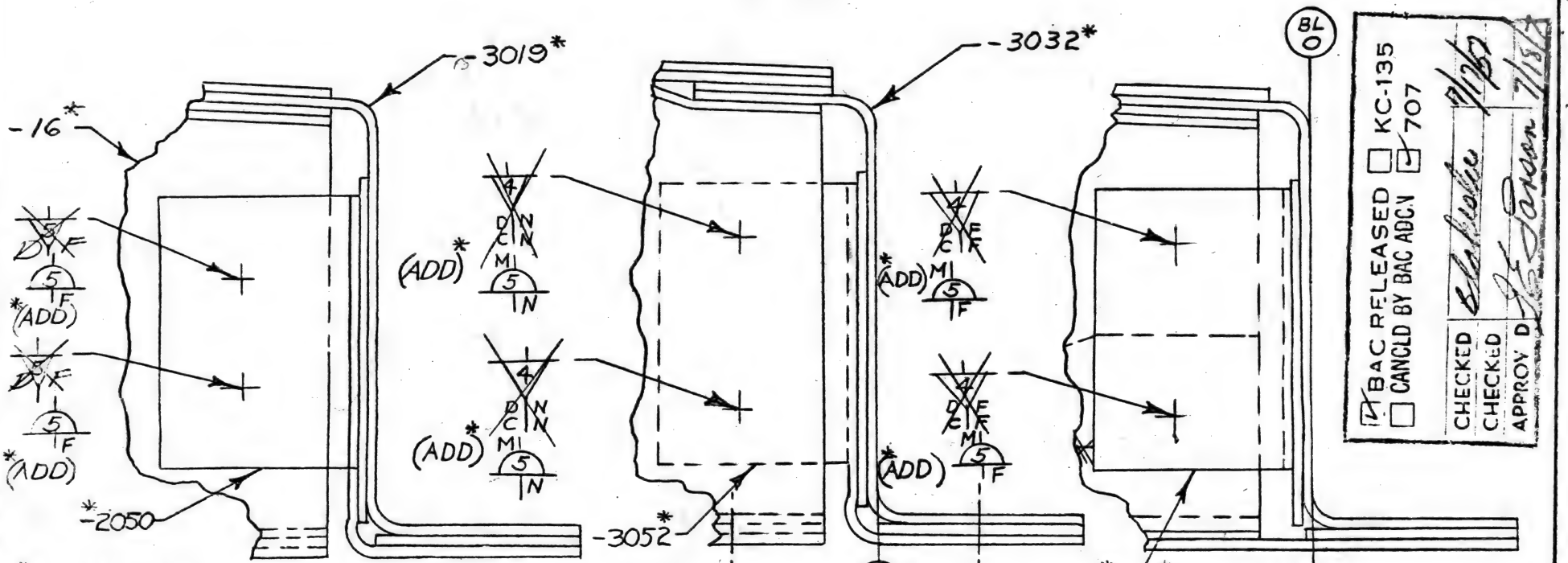
ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 95000 CHG. NO.	R1-5	5-85637	4A
SEC. NO. 71			
1 THRU 199			
301 THRU 1999 CHG. EFF.			

COWL PANEL ASSY LEFT HAND SIDE ENG.
DWG. TITLE NACELLE.

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE FACE OF DWG AS SHOWN BELOW.



*ADCN REF.
*ZONE A9 *2A8-2A *ZONE B2 *2D2 *ZONE A1 & B1 *3D2

Pc NO REWORK WILL BE REQ'D ON DETAILS WHICH HAVE BEEN ASSEMBLED OR INSTALLED. KC135 NOT AFFECTED.

7/19/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

591-567

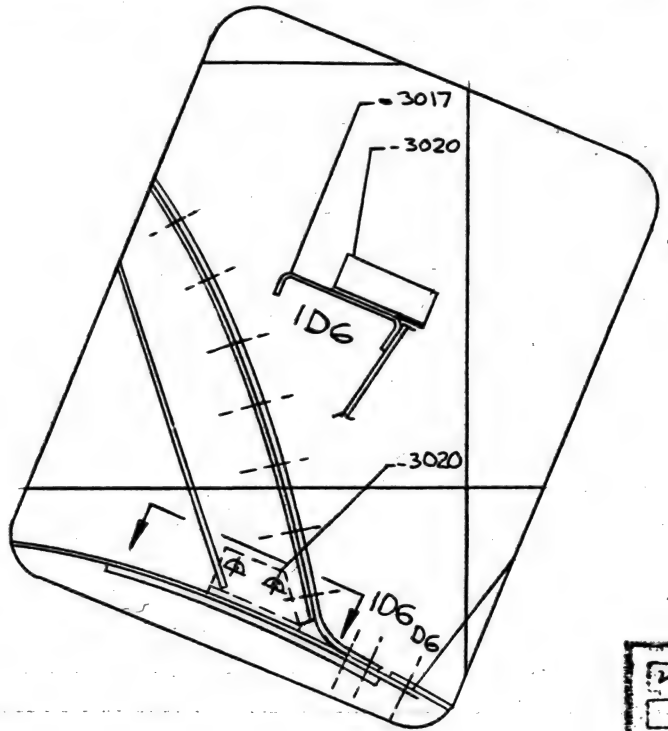
3-62 IT NOT PROCESS

ADCN

MODEL 707		7-27-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	ISSUE NO.	NOSE COWL ENGINE NACELLE ASSY OF DWG. TITLE	
M.R. MATTESON DRAFTED	6/4/57	7-22-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ITEM 7130 CHG. NO.	ADCN R-7	DRAWING NO. 5-85655 SHT. 44
CHECKED DARTON	6/4/57	7-22-57 B/P UNIT	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 71		
STRESS	6/14/57	ROHR 4-1390 REQUESTED	☐ DEVIATION ☒ VARIATION	1 THRU 199 301 THRU 1999 CHG. EFF.		
APPROVED		P PROD. INFO.	REASON: -3019, -3020 OPP CLIP NOT CLEARLY DEFINED. (ENGRG. ERROR)			
APPROVED C.C. Burkett	6/19/57					

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD VIEW & SECTION CUT TO FACE OF DWG. PER STICKER VIEW R-1:



*STICKER VIEW R-1
*ZONE D6

5811-566

* ADCN REF.

P REWORK EXISTING PARTS & ASSY'S INSTALLED.

KC-135 NOT AFFECTED.

☒ BAC RELEASED ☐ KC-135
☐ CANCELED BY BAC REPORT ☒ 707

CHECKED Blakestee 7/17/57
CHECKED
APPROV'D J.C. Larson 7/18/57

HP 7/19/57

AIRP(SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG. SHEET NO.

BAC X44 P-R4

1R 15

3-72 IT NOT PROCESS

MODEL 707		DWG. REC. CLK. 7-22-57	BOEING AIRPLANE COMPANY
DRAFTED C.W. HULL	6/11/57	RELEASE 7-22-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON	6/11/57	B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/11/57	REQUESTED ROHR 4-1458	☐ DEVIATION ☒ VARIATION
APPROVED		P PROD. INFO.	(ENG'RG ERROR)
APPROVED	6/13/57		REASON: TRIM ON OUTBD END OF -3009, -3010 OPP CHANNEL REQ'D TO FIT ADJACENT PANEL.

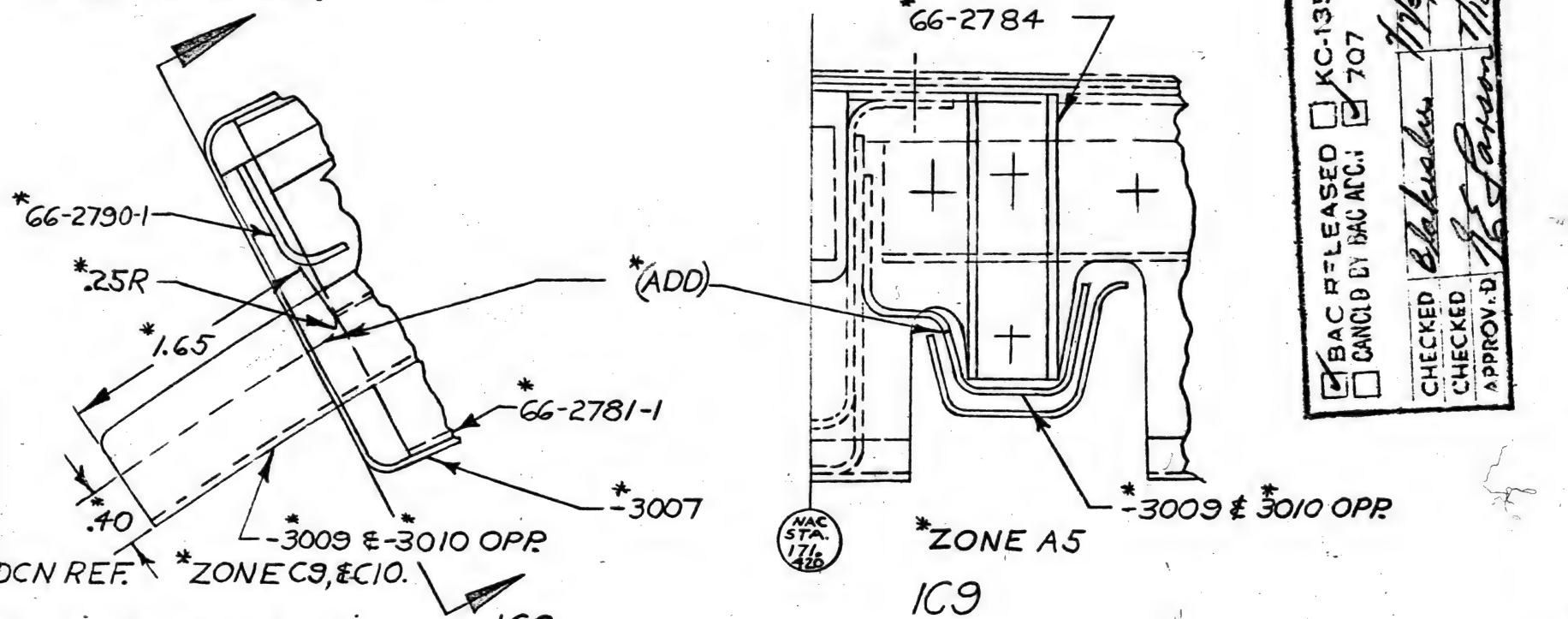
ISSUE NO. A	MID FAIRING INSTALLATION ENGINE. DWG. TITLE NAC. STRUT.		
CHG. NO. PRR 10087	ADCN R-6	DRAWING NO. 5-88795	SHT. 2A
SEC. NO. 71			
CHG. EFF. 1 THRU 199 301 THRU 1999			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE FACE OF DWG AS SHOWN BELOW.

NOTE: CHANGE -3010 AT RIGHT HAND VIEW TO AGREE.



BAC RELEASED ☐ KC-135 ☑ 707
CANCLD BY BAC A/C:
CHECKED 6/11/57
CHECKED 6/11/57
APPROV'D 6/13/57

P REWORK EXISTING PARTS & ASSY'S NOT INSTALLED. IC9 A5

KC 135 NOT AFFECTED AP 7/19/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 2-7000

581-250(E) 18

1F 18

3-62 IT NOT PROCESS

MODEL 707		DWG. REC. CLK 7-22-57	BOEING AIRPLANE COMPANY
DRAFTED MATTESON	6/10/57	RELEASE 7-22-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED [illegible]	6/10/57	B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRES [illegible]	6/10/57	ROHR 4-1132 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED		P PROD. INFO.	REASON: PART CALLOUT CHG ON PARTS LIST BUT NOT ON FACE OF DWG. (ENGRG ERROR)
APPROVED [illegible]	6/10/57		

ISSUE NO.	ADCN	DRAWING NO.	SHT.
ITEM 7455 CHG. NO.	R1-4	5-85636	2A
SEC. NO. 74			
1 THRU 199			
301 THRU 1999 CHG. EFF.			

DWG. TITLE: TRAILING EDGE FAIRING OUTBD. NAC. STRUT ASSY OF

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

REVISE CALLOUT IN ZONE C8 AS SHOWN:

*THIS CHG. INCOMPLETE WITHOUT ADCN R1-6, SHT 1A ON 5-85636.

.06 TYP. CLEARANCE

~~-74~~ 4-47 (R.H.)
-112

*ZONE C8

☒ BAC RELEASE ☐ KC 135
☐ CANCLD BY BAC ADCN ☐ 707

CHECKED	B Slatsela	7/12
CHECKED		
APPROVED	JE Larson	7/8

*ADCN REF.

P REWORK EXISTING PARTS NOT ASSEMBLED.

KC-135 NOT AFFECTED.

HP 7/10/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

5-81386 (C) 15

IR 15

BAC 924 C-R5

2-7000

2-64 F (NOT PROCESS)

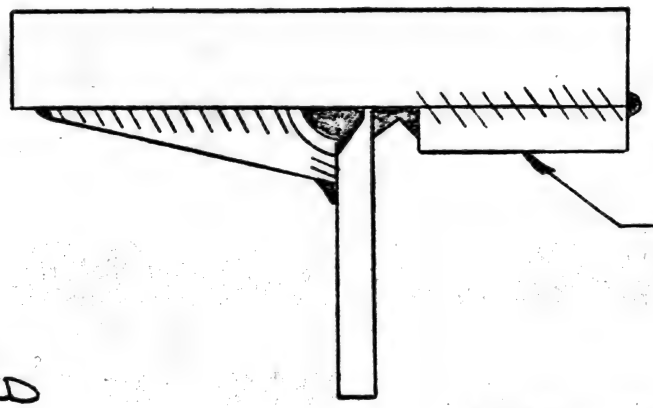
MODEL 707		D77-17-5J DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED C. ROSS	6/6/57	E2717/18/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED DRATON	6/6/57	7-19-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/6/57	ROHR ENGRG REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED			REASON: PADS ARE OF DIFFERENT CONFIGURATION (ENGRG ERROR)
APPROVED Ed Burhans	6/7/57	PROD. INFO.	

ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 10275	R1-3	65-5459	1
CHG. NO.			
77 & 79			
SEC. NO.			
1 THRU 4			
CHG. EFF.			

DWG. TITLE BRACKET-NAC CONT. UPPER HALF WELD ASSY OF

PARTS LIST ZONE	REPLACES	65-5459	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
1-10		✓	1	-9	PAD	B3	.25X1.10X1.0	1			R
NEW		✓	1	-3800	PAD	C3	.25X1.10X1.0	1			R

CHG P/L AS SHOWN ABOVE & VIEWS AS SHOWN BELOW



1C4 TYP BOTH ENDS
*(ADD) EXCEPT AS NOTED

*(ADD) 1C5, TYP {2 PLACES}, EXCEPT AS NOTED

* ADCN REF

▷ RWK EXISTING PARTS & ASSY'S

KC-135 NOT AFFECTED

BAC RELEASED ☐ KC135 ☑ 707
CANCLD BY BAC ADCN ☐
CHECKED 7/1/57
CHECKED 7/12/57
APPROVED

AFF 7/16/57

581-39W-(6)

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

POWER PLANT

2T 3-2-0 CX10-137

ELR NO.	MODEL NO.	DWG. REC. CLK	BOEING AIRPLANE COMPANY	ISSUE NO.	STIFFENER ASSY R.H. SIDE
2324	707	7-19-57	ADVANCE DRAWING CHANGE NOTICE	ITEM 95000	DWG. TITLE OUTBOARD NAC STRUT

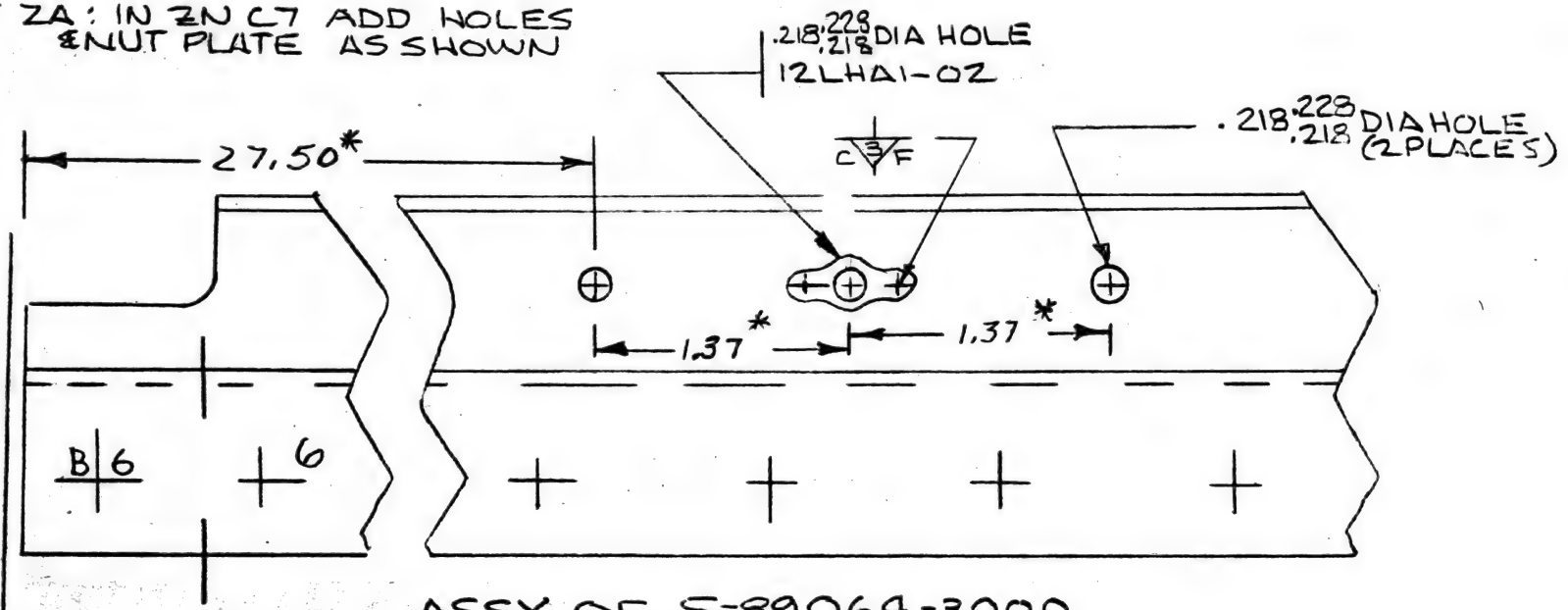
DRAFTED GLENN R. DOWNING	7-12-57	RELEASE 7-19-57	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN AS A VARIATION	CHG. NO.	ADCN 1 — DRAWING NO. 5-89064 — SHT. 1A
CHECKED Rothwell Harr	7/19/57	B/P GROUP	REASON: GROUND LOCATIONS NEEDED	SEC. NO. 74	ADCN 1 — DRAWING NO. 5-89064 — SHT. 2A
STRESS		NO CHANGE SEE BELOW			
APPROVED Ladd / Hall	7-19-57			CHG. EFF.	

ORIGINATOR		PHONE	ENGINEERING LIAISON REQUEST	PLANNING	PHONE
REQ. R. SMITH	7-1-57	2889	ELR		
APP. Hewatt		3710		INS CH Moriette	
DEPT. 6-3060 MU	BOX NO.	81-15		BOX NO.	

PARTS LIST ZONE	REPLACES		REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
9		-3000	8 10	12LHA1-02	NUT PLATE BAC-N10LA-A3S			2			

SHT 1A: CHANGE PARTS LIST AS SHOWN

SHT 2A: IN ZN C7 ADD HOLES & NUT PLATE AS SHOWN



ASSY OF 5-89064-3000

*ADCN REF ONLY

PROD. INFO. REWORK EXISTING PARTS INSTALLED

STATUS OF TOOLS &/OR PLANNING			STATUS OF COMPLETED AIRP. &/OR PARTS
7-15-7			

7-1-57

3-76 17

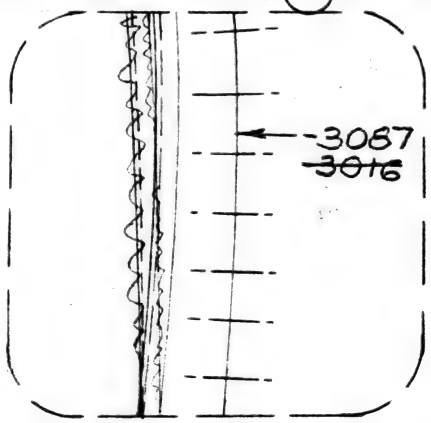
MODEL 707		7-19-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☐ VARIATION REASON: TO PROVIDE CLEARANCE FOR CABIN AIR CONDITIONING DUCT	ISSUE NO. PRR 10749 CHG. NO.	COWL PANEL ASSY RH SIDE, ENG NAC DWG. TITLE
DRAFTED WILLARD DALE	7-10-57	RELEASE 7-19-5722		SEC. NO. 71	ADCN 1 — DRAWING NO. 5-85638 — SHT. 4A
CHECKED	7/15	B/P GROUP		1 THRU 199	
STRESS	7/15/57	P. DONALDSON 6-7000 REQUESTED		301 THRU CHG. EFF. 1999	
APPROVED	7/15/57				
APPROVED		PROD. INFO.			

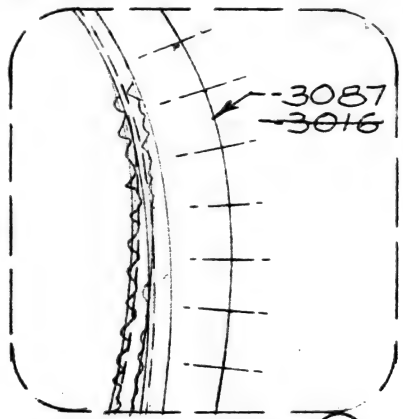
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGE INSIDE CONTOURS OF -3016 AND -3015 ON FRAME STA 142.80 PER STICKER VIEW (1) (2) ON FRAME STA 134.40 PER STICKER VIEW (3) (4)

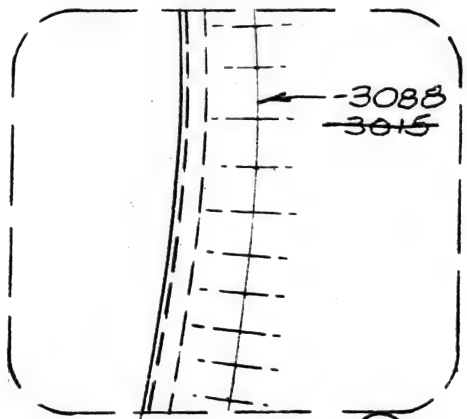
CHANGE CALLOUT OF -3007 TO -3091 & -3027 TO -3094

STICKER VIEW (1) ZONE C3, D3

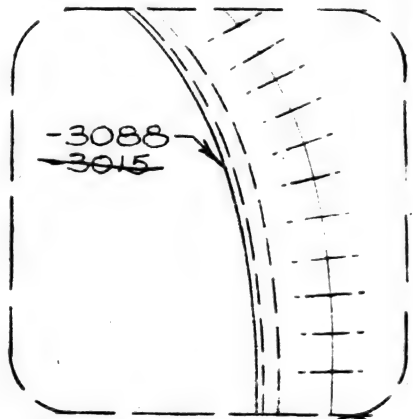




STICKER VIEW (2) ZONE D3, E3



STICKER VIEW (3) ZONE D1, E1



STICKER VIEW (4) ZONE C1, D1

CHANGE ALL CALLOUTS OF -3015 TO -3088 AND -3016 TO -3087

REWORK EXISTING PARTS SCRAP -3015 AND -3016

SEE ADCN #6 ON SHT 1A FOR P/L

AIP 7/10/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

2-7000

3-70 77

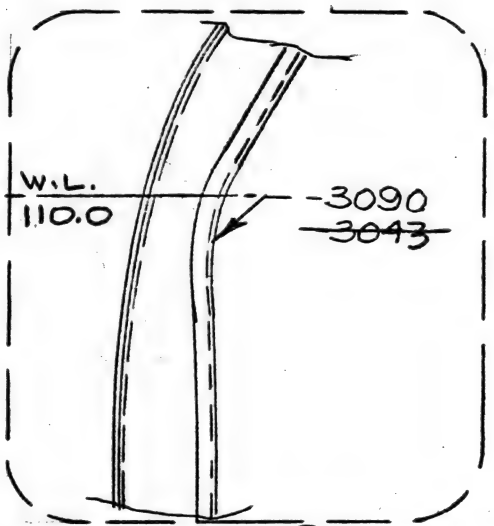
MODEL 707		7-19-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY	ISSUE NO.	COWL PANEL ASSY L.H. SIDE. ENG NAC DWG. TITLE	
DRAFTED WILLARD DALE	7-12-57	7-19-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE		ADCN	DRAWING NO. / SHT.
CHECKED	7/12	7-19-57 B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 10749 CHG. NO.	3	5-85637 / 100
STRESS A. Fair	7/12/57	P. DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION	SEC. NO. 71		
APPROVED	7/12/57		REASON: TO PROVIDE CLEARANCE FOR THE THRUST REVERSER UPPER ACTUATOR CYLINDERS,	1 THRU 199		
APPROVED		PROD. INFO.		301 THRU CHG. EFF. 1999		

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

CHANGED INSIDE CONTOURS OF ~~3043~~ -3090 ON FRAME STA 197.50 PER STICKER VIEW (4)

CHANGE ALL CALLOUTS OF -3043 TO -3090



STICKER VIEW (4) ZONE D6, E6

REWORK EXISTING PARTS

AIP 7/17/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 934 C-R5

2-7000

MODEL 707	877-17-57 DWG REC CLK	BOEING AIRPLANE COMPANY	ISSUE No. / DWG TITLE: POWER PACK. ASSY.
DRAFTED McDONOUGH 7/10/57	E 291 1/18/57 RELEASE	**DRAWING DEPARTURE AUTHORIZATION**	DDA No.: 4
CHECKED ETFeller 7/10/57	7-19-57 EC B/P GROUP	THE DWG WILL NOT BE CHANGED	DRAWING No.: 50-6806
STRESS	DONALDSON REQUESTED	REASON: TO PROVIDE NECESSARY BRACKETS AT BACo ON PROTOTYPE ENGINES	PRR 10881 CHG. No.
APPROVED Donaldson 7/10	PROD INFO		SEC. No. 76
APPROVED 7/11	SHOP INFO		AIRPS 1 2, 3 & 101 CHG EFF ▷
APPROVED	ELR OR DCR		

PARTS LIST ZONE	REPLACES	.8	.6	.5	A	-3	-2	-1	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW				✓	✓	✓	✓	1 ▷	65-6353	KIT INSTL-BRKTS						
	NEW	✓		✓					1 ▷	65-6353	KIT INST- BRKTS						
	NEW		✓						2 ▷	65-6353	KIT INST- BRKTS						

ADD TO P/L AS SHOWN ABOVE

▷ AIRPS 1, 2, 3 ▷ AIRPL 101
FOR INST. ON THE PROTOTYPE ENGINES.
USE FOR FLIGHT & CERTIFICATION TESTS ONLY

#P 7/16

POWER PLANT

MODEL 707		DWG. REC. CLK. 7-10-57	BOEING AIRPLANE COMPANY
DRAFTED J.P. THOMPSON	6-21-57	RELEASE EX17711157	ADVANCE DRAWING CHANGE NOTICE
CHECKED J. RASNACK	6-27-57	B/P GROUP 7-15-57 LB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		WATANABE G-3060 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVE	7/2/57	P PROD. INFO.	REASON: COMPLETION OF BASIC DESIGN; REVERSE THRUST CONTROL INSTL INTERFERENCE (REF COORD SHT CX 10-125)
APPROVED			

ISSUE NO.	CHG. NO.	SEC. NO.	CHG. EFF.
	95000	72	1-199 / 301-1999

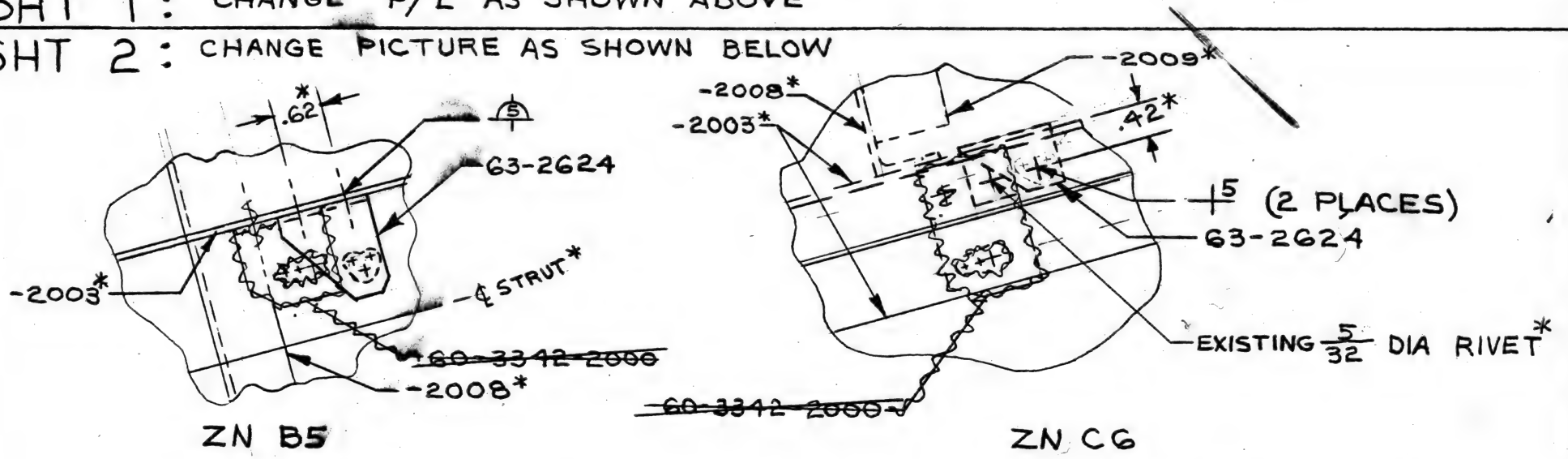
DWG. TITLE: FRONT SPAR INSTL-INBD NACELLE STRUT

ADCN	DRAWING NO.	SHT.
7	8-8120	1A
5	8-8120	2A

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		✓	~~4~~ 3	60-3342 -2000	CLIP						
(1) 60-3342-2000		✓	1	63-2624	CLIP	B5					

SHT 1: CHANGE P/L AS SHOWN ABOVE

SHT 2: CHANGE PICTURE AS SHOWN BELOW



P PLUG EXISTING HOLES WITH 2017-T3 RIVETS
REWORK EXISTING ASSEMBLIES INSTALLED

* ADCN REF ONLY

WORK PRESS. PSI	NUMBER TUBE ASSY	REQD	NUT / SLEEVE END FITTINGS PER TUBE ASSY	REQD	ZONE	SHT	TUBE OD	WALL THICK	MATERIAL	HEAT TREAT	FINISH	TUBING IDENT-IFICATION	TYPE ENDS	MIN STOCK LGTH

BAC 924 E-R3

64570 7-3-7

POWER PLANT

ECR 11572

MODEL	707
DRAFTED	G.R.DOWNING 1-14-57
CHECKED	N.DICKASON 1-15-57
STRESS	1-16-57
APPROVED	1-16-57
APPROVED	

BOEING AIRPLANE COMPANY

ADVANCE DRAWING CHANGE NOTICE

☐ DEVIATION ☒ VARIATION

REASON: INTERFERENCE BETWEEN INTEPHONE RECEPTACLE & 65-2318 (REF). ALSO TO RELOCATE 208101

ITEM 05000	
SEC. NO.	74
H99 & 301-1999 CHG. EFF.	

BULKHEAD INSTL-FWD ENGINE MOUNT, OUTBD NO. 4 STA 955

ADCN	DRAWING NO.	SHT
6	4-5181	1A
~~5~~	~~4-5181~~	~~2A~~
~~R-2~~	~~4-5181~~	~~2A~~
6	4-5181	2A

PARTS LIST ZONE	REPLACES	4-5181-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	1	208101	CONNECTOR PLATE	C2					

SHT 1A CHANGE PARTS LIST AS SHOWN

REPLACES ADCN 5 SHT 2A

REASON: TO ELIMINATE INTERFERENCE BETWEEN NUTPLATE & -2001 RIB. (ENGRG. ERROR)

CANCELS ADCN 5 SHT 1A

CANCELS ADCN 4 SHT 2A

REASON: TO MAKE OUTBD DISCONNECTS SIMILAR TO INBOARD

SHT 2A ZN C2 ADD 208101 AS SHOWN

ADCN 6 REPLACES ADCN R-2 SHT 2A

REASON: TO FACILITATE INSTL. & SERVICE.

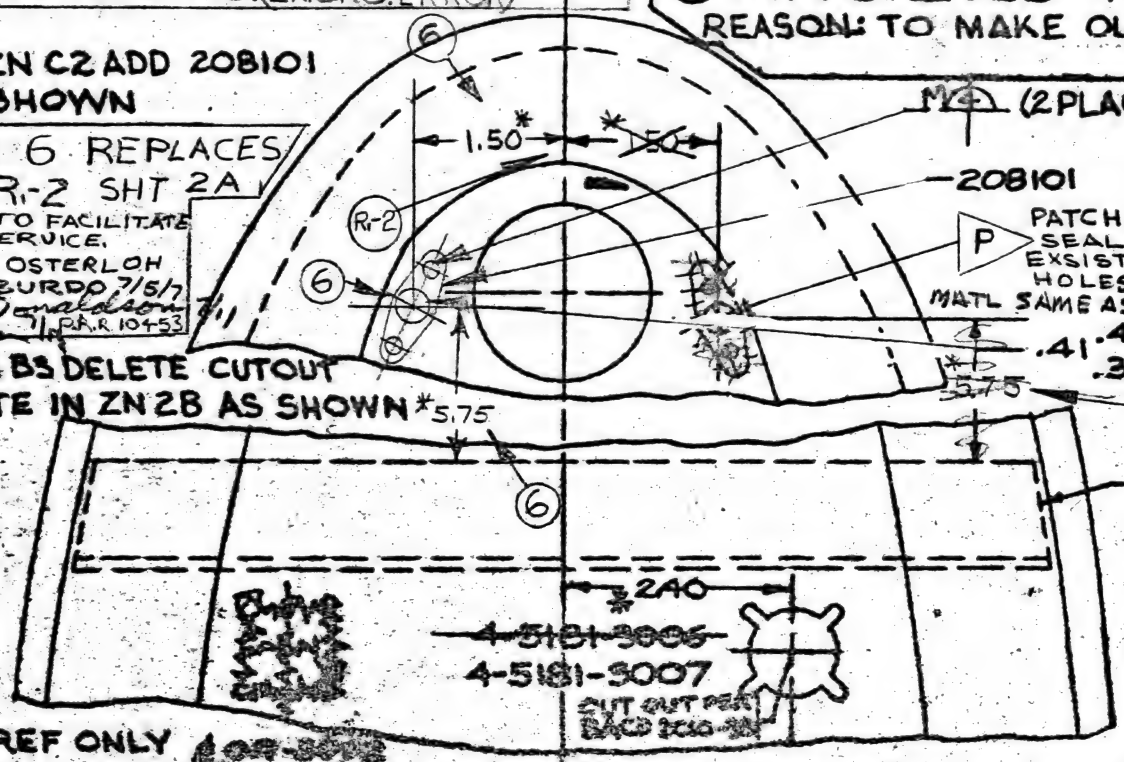
DRAFTED G. OSTERLOH

CHECKED T. BURDO 7/5/57

APP. ENG. [illegible]

APP. QUAL. [illegible] P.R. 10453

DRAFTED	M.R.MATTESON	3/21/57
CHECKED	H.D.DARTON	3/21/57
STRESS	[illegible]	3/21/57
APPROVED	[illegible]	3-21-57



SHT 2A ZN B5 DELETE CUTOUT & RELOCATE IN ZN 2B AS SHOWN *5.75

CHECKED	[illegible]	4/17
CHECKED		
APPROVED	[illegible]	4/17

JMN 4/19/57

WALTER KIDDE & CO., INC.
675 MAIN ST.
BELLEVILLE, 9 NEW JERSEY

*ADCN REF ONLY

P REWORK -3006 BY ADDING 1.20 x 1.20 PATCH OVER BACD 2010-38 CUTOUT. PATCH MATL. SAME AS -3007. INSTALL ON AFT SIDE WITH AN515-4-5 SCREW & MS21083-N4 (MS-NAS 679-504) NUT (4 PLACES) R.R. ITEM

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN NO.	DWG SHEET NO.

TRACING 15F

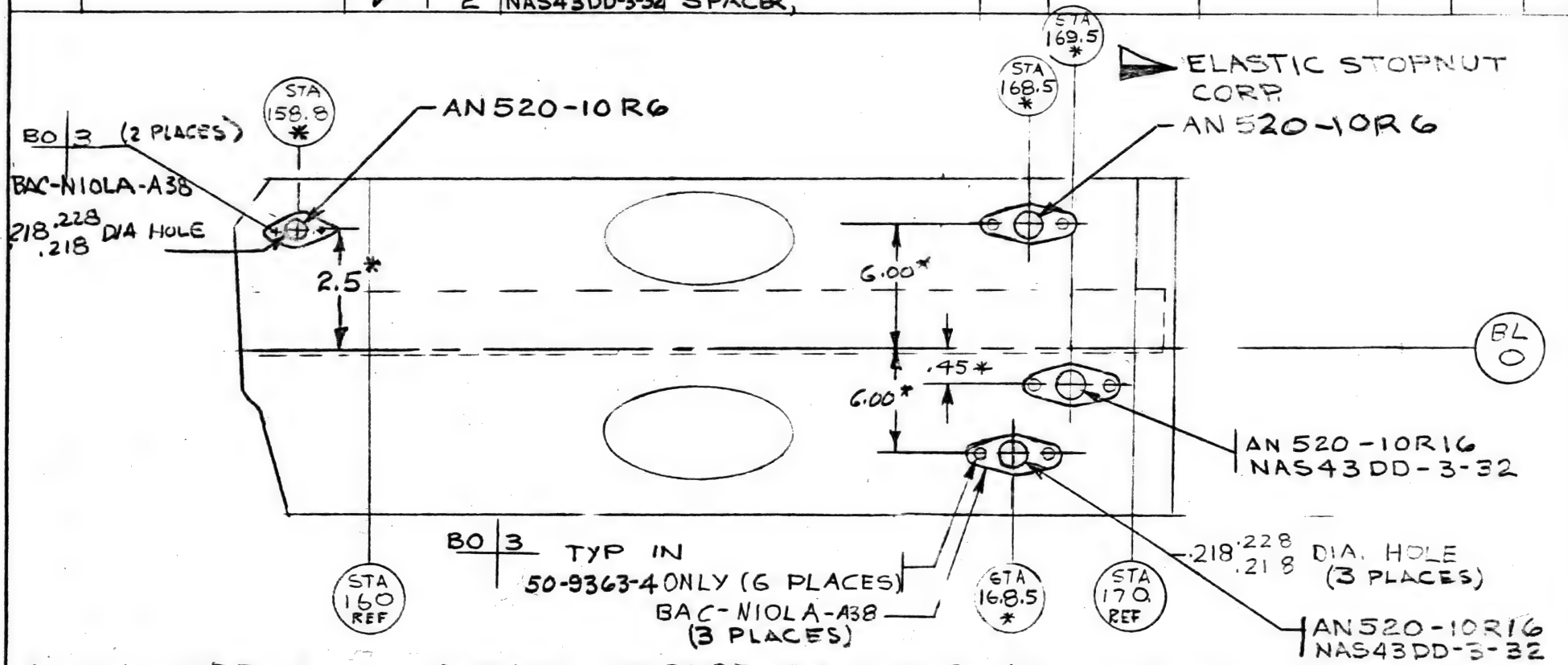
7.20 HT

MODEL 707		ST 7-16-57 DWG. REC CLK.	BOEING AIRPLANE COMPANY
DRAFTED G. OSTERLOH	7-5-57	BWG-17-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED T. BURDO.	7/8/57	7-17-5782 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED [signature]	7/12/57		REASON: ADD NUT PLATES FOR FIRE DETECTOR
APPROVED [signature]		PROD. INFO.	

ISSUE NO.	DOOR-NACELLE LOWER SPAR ASSEMBLY OF DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
PRR 10453 CHG. NO.	2	50-9363	2
72, 74 SEC. NO.	2	50-9363	1
1-199- 301-1999 CHG. EFF.			

ADCN 51-55

PARTS LIST ZONE	REPLACES . . .	50-9363-3	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
		✓	4	BAC-N10LA-A38	NUT-PLATE 70LHA1-02						
		✓	2	AN520-10R16	SCREW MACH						
		✓	2	AN520-10R6	SCREW MACH						
		✓	2	NAS43DD-3-32	SPACER,						



ADCN REF * CHANGE PICTURE ON SHT 2 AS SHOWN ABOVE.

HT 7/5

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

1-20 4T

MODEL 707-120		8 6-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED WILLARD DALE	6-12-7	EZM 6-20-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED Flynlson	6-12-7	6-20-57 C B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		P. DONALDSON P.P. 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED Donaldson	6/13/57		REASON: PART NUMBERS INCORRECT ON DRAWING * (DRAFTING ERROR)
APPROVED		PROD. INFO.	

ISSUE NO.	GUSSET-MID FAIRING ENGINE NAC STRUT DWG. TITLE		
	ADCN	DRAWING NO.	SHT.
CHG. NO. 95000	3	5-88795	2A
SEC. NO. 71	3	5-88795	1A
1 THRU 199 CHG. EFF. 301-1999			

ADCN 4/6 4/6

PARTS LIST ZONE	REPLACES	-3000	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	63-1791	-3002 -3001	+1	~~63-1791~~ 63-1791-1	GUSSET						

CHANGE CALLOUTS AS FOLLOWS ON SHT 2A

IN ZONE A5 EDGE OF 66-2766 & 66-2790" CHANGED TO "EDGE OF 63-1791-1 & 66-2790"

IN ZONE A5 "66-2766" CHANGED TO "63-1791-1"

IN ZONE A6 "EDGE OF 66-2766 & 66-2781-3" CHANGED TO "EDGE OF 63-1791-1 & 66-2781-3"

CHANGE P/L AS ABOVE ON SHT 1A

* 63-1791 ALTERED TO SUIT THRUST REVERSER TUBING

AP 6/13

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

1-66 IT NOT PROCESS

MODEL 707		5/16-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION	ISSUE NO. A	MID FAIRING INSTL. ENG. NAC. STRUT DWG. TITLE
DRAFTED M.R. MATTESON	5/7/57	6-20-57 RELEASE			ADCN: R-2 / DRAWING NO.: 5-88795 / SHT.: 2A
CHECKED H. DARTON	5/6/57	6-20-57 CB B/P GROUP		CHG. NO. PRR 10087	
STRESS M. Erickson	5/7/57	ROHR REQUESTED	REASON: TO MAKE PART CALLOUTS ON SHT 2A AGREE WITH PARTS LIST ON SHT 1A; ▲	SEC. NO. 72 & 74	
APPROVED		P PROD. INFO.		1 THRU 199	
APPROVED E. Burkett	5/8/57			301 THRU 1999 CHG. EFF.	

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

SHT 2A, CHG CALLOUTS IN ZONES A7, C6 & C5, AND ADD -3036 FILLERS TO VIEW 1C2 IN ZONE B1 AS SHOWN BELOW:

~~65-5677~~ 65-5677-1, -2 OPP

B7 *ZONE A7

~~-3032~~ -2046

*ZONE C6

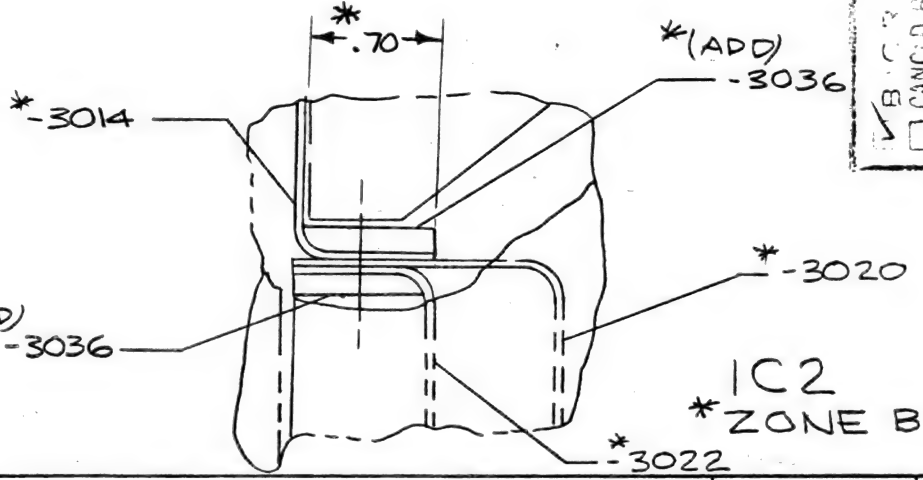
~~-3032~~ -2046

*ZONE C5

B4
HINGE STA. 189.78

▲(REASON CONT) - 3036 FILLER OMITTED FROM VIEW 1C2 ZONE B1. (ENGRG. ERROR)

4-1338, 4-1348 & 4-1355



1C2
*ZONE B1

*ADCN REF. ONLY

P REWORK EXISTING PARTS & ASSY'S INSTALLED.

KC-135 NOT AFFECTED

B-707 ☐ KC-135 ☐ CANCELLED ☐ ADCN ☑ 707
CHECKED 5/6/57
CHECKED 5/7/57
APPROVED 5/8/57

AP 6/18

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

581-250

S-7000

ADCN

2R 16 20

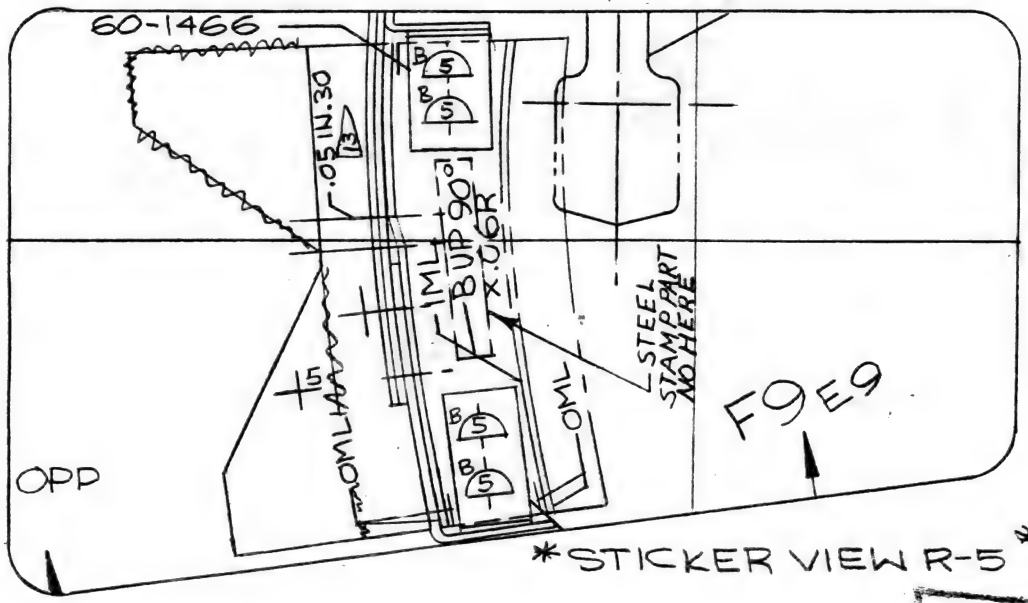
1-78 2T NOT PROCESS

MODEL 707		5-6-20-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
M.R. MATTESON DRAFTED	5/9/57	6-20-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED H.D. DARTON	5/9/57	6-20-57 CG B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS [illegible]	5/9/57	KOHR 4-793 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED			REASON: TO MAKE PICTURE AGREE WITH CONFIGURATION OF TAB ON SHT 2A OF 5-85626. (ENGRG. ERROR)
APPROVED E. Burkhart	5/16/57	PROD. INFO.	

ISSUE NO.	DWG. TITLE: TRAILING EDGE FAIRING INBOARD NAC. STRUT ASSY OF		
	ADCN	DRAWING NO.	SHT.
ITEM 7255 CHG. NO.	R1-12	5-85626	3A
SEC. NO. 72			
1 THRU 199 & 301 THRU 1999 CHG. EFF.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD STICKER VIEW R-5 AS SHOWN BELOW:



*STICKER VIEW R-5 *ZN F9, F10, E9, E10

*ADCN REF.

REWORK EXISTING PARTS & ASSY'S INSTALLED.

KC-135 NOT AFFECTED.

BAC RELEASED ☐ KC-135 ☑ 707
CHECKED Blakeslee 5/17/57
CHECKED
APPROVED E. Burkhart 5/16/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

581-512 R 3-3000

ADCN

WING

1-72 1T

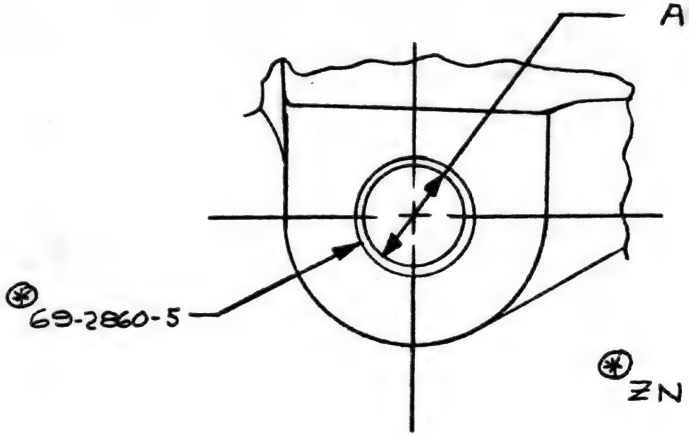
MODEL 707		DWG. REC. CLK. 6-20-57	BOEING AIRPLANE COMPANY
DRAFTED SEEGER I.O.F.	6-3-7	RELEASE 6-20-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED	6/12/57	B/P GROUP 6-20-57CB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED	6/11/57	P PROD. INFO.	REASON: ADD REAMED I.D. TO BUSHING
APPROVED	6-15-57		

ISSUE NO. A	SUPPORT ASSY - AFT DRAG INBOARD NACELLE (DWG. TITLE)		
CHG. NO. PRR 95000	ADCN 9	DRAWING NO. 5-72319	SHT. 1A
SEC. NO. 12			
SAME AS DWG.			
CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD CALLOUT TO DWG. ZN B7, AS SHOWN BELOW~



ADCN REF. ONLY

R JENSEN, 6-3320

P ASSY'S COMPLETED MUST AGREE

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

P 6-4510 6-14-7

2-7000

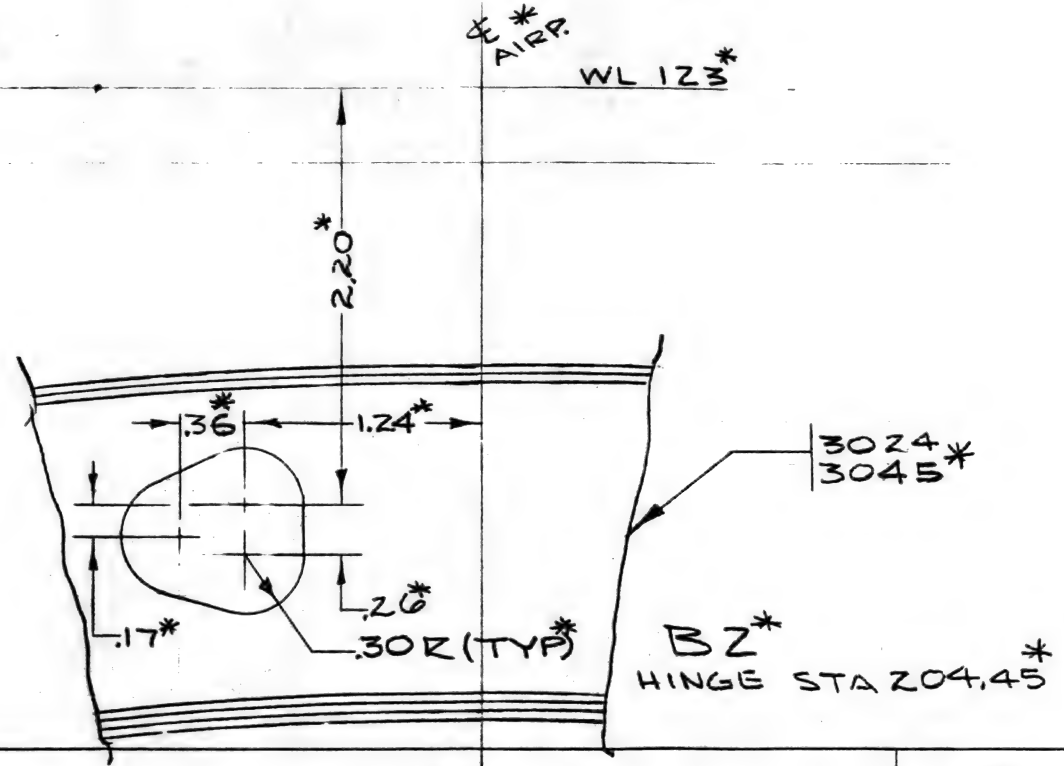
1-72 1T

MODEL 707		7-1-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	A	MID FAIRING INSTL ENG NAC STRUT	
DRAFTED G. WOODS	6-18-57	7-1-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE	ISSUE NO.	DWG. TITLE	
CHECKED Ruyglaar	6/20	7-1-57 MB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	PRR 95000 CHG. NO.	ADCN 5	DRAWING NO. 5-88795 SHT. 2A
STRESS G. Faier	6/21/57	P. DONALDSON 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION	SEC. NO. 72 & 74		
APPROVED Donaldson	6/21/57	REWORK EXIST. PARTS PROD. INFO.	REASON: TO PROVIDE CLEARANCE FOR T-R CONTROL ROD	1-199 & 301-1999 CHG. EFF.		
APPROVED						

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZONE C3

ADD HOLE THRU -3024, & -3045 AS SHOWN BELOW:



* ADCN REF

AP 6/28

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

6-110 IT

MODEL 707 KC-135		7-1-57 DWG. REC. CLK	BOEING AIRPLANE COMPANY
DRAFTED GROSSMANN	6/14/57	7-1-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED B. J. Hanny	6/15/57	7-1-7 CP B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS		R REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED	6-27	P PROD. INFO.	REASON: (PRR 3922) TO ELIMINATE DIFFICULT FASTENERS NOT REQ'D FOR SEAL. (PRR 9500) TO FACILITATE INSTL. OF SEAL WEB-STRUT TO WING
APPROVED	6/27/57		

ISSUE NO.	SEAL INSTL-STRUT TO WING		
PRR 3922 PRR 9500 CHG. NO.	DWG. TITLE OUTBD NAC		
	ADCN	DRAWING NO.	SHT.
SEC. NO. 74	12	5-89590	2
PRR 3922 56-3607 & ON			
PRR 9500 55-3118 & ON CHG. EFF.			

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

PRR 9500:

REVISE CALLOUTS AS SHOWN:

.218-.228 DIA HOLE
.218

~~NAS1-02~~ 52LHTA521-02
AN 520-DD10-R8
(6 PLACES)
ZONE B3

.218-.228 DIA HOLE
.218

~~NAS1-02~~ 12LHA1-02
2 PLACES FOR
-4 ONLY
ZONE B3

D PRR 9500: PARTS INSTLD MAY BE USED WITHOUT REWORK-PLANNING IN ACCORD. PRR 3922: REWORK -19, -20, -21, -22 PARTS NOT INSTLD BY TRIMMING FLANGES TO AGREE WITH 69-5036-5, 69-5036-6, 69-5036-7 & 69-5036-8 RESPECTIVELY.

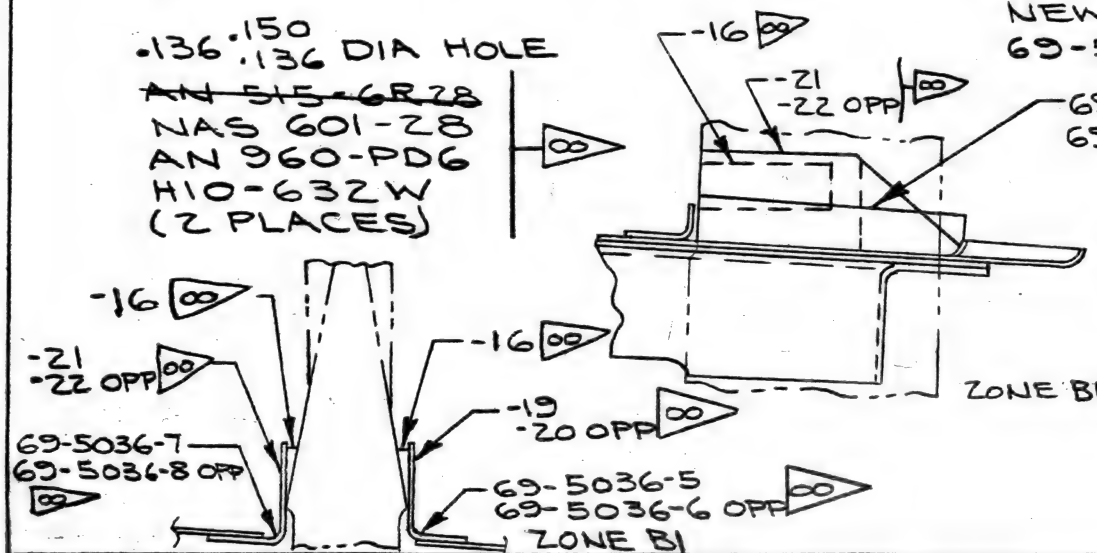
R DCR 932-BEEDE 64510
ROHRBACH 64510

PRR 3922:

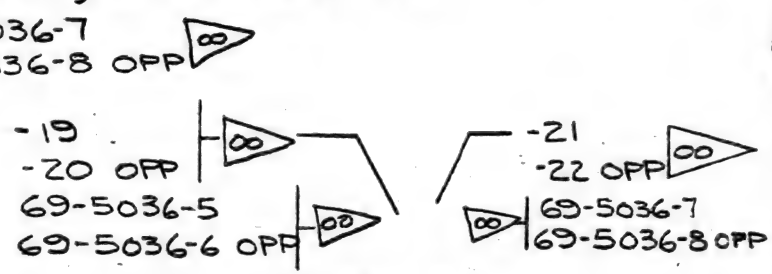
IN ZONE B1 ADD ∞ & REVISE CALLOUT:

.136-.150 DIA HOLE
.136

~~AN 515-6R28~~
NAS 601-28
AN 960-PD6
H10-632W
(2 PLACES)



IN ZONES B1 & C3 LIMIT -16, -19, -20 OPP; & -21, -22 OPP BY ADDING ∞ & ADD NEW PARTS 69-5036-5, 69-5036-6 OPP; 69-5036-7, 69-5036-8 OPP



JF 6/28/7

ADCN REF ONLY:
5-89590 SHT 1 ADCN #7

∞ LIMITED - SEE PARTS LIST FOR RELEASE

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924C-15

6-124

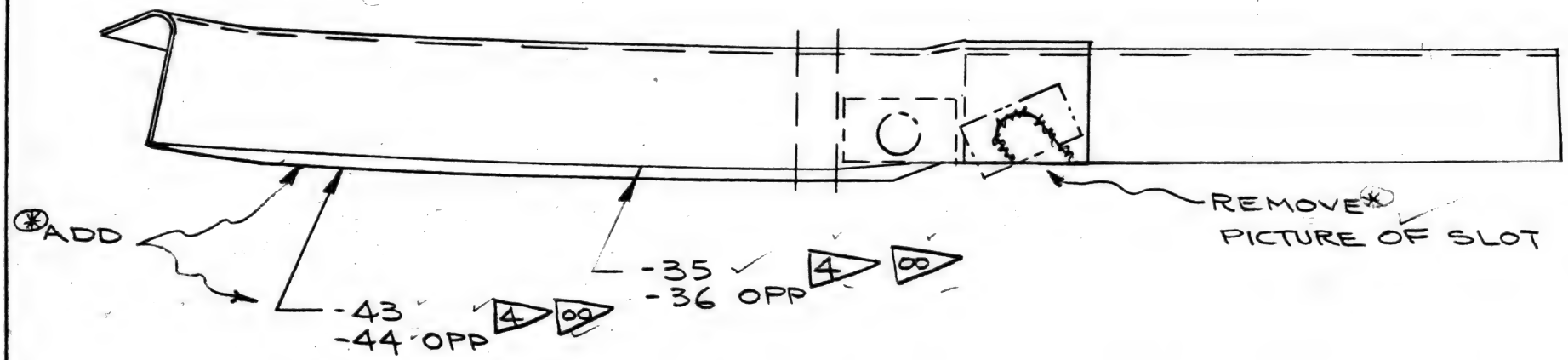
MODEL 707 KC-135		DWG. REC. CLK. 7-1-57	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	ISSUE NO. B	DWG. TITLE PANEL INSTL- STRUT TO WING ACCESS, OUTBD NAC
DRAFTED GROSSMANN	6/4/57	RELEASE 7-1-57	ADVANCE DRAWING CHANGE NOTICE	CHG. NO. PRR 3922	ADCN 8
CHECKED [signature]	6/20/57	B/P UNIT 7-1-7 CP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN	SEC. NO. 74	DRAWING NO. 5-88792
STRESS		E. CHILDS LIAISON REQUESTED	☐ DEVIATION ☒ VARIATION	56-3607 & ON	SHT. 2
APPROVED [signature]	6-27		REASON: TO PROVIDE FOR SUFFICIENT EDGE MARGIN FOR COWL FASTENERS	CHG. EFF.	
APPROVED [signature]	6/27	PROD. INFO.			

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADCN

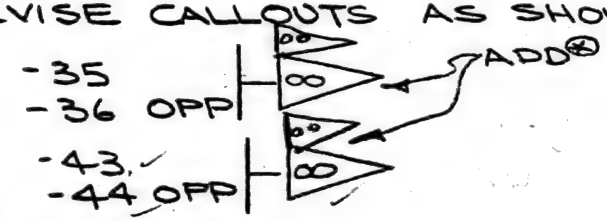
STICKER VIEW (1)

(*) ADCN REF ONLY



IN ZONE C2 & C3 REVISE PICTURE AS SHOWN, LIMIT - 35, -36 OPP BY 00 & ADD -43, -44 OPP 4 00.

REVISE CALLOUTS AS SHOWN:



ZNS B3 & C4

(*) 00 LIMITED - SEE PARTS LIST FOR RELEASE.

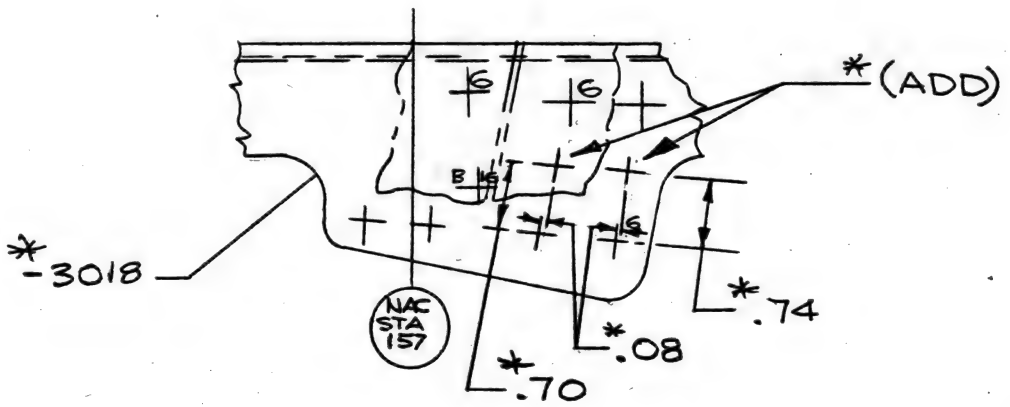
USE EXISTING -35, -36 OPP PARTS NOT INSTALLED UNTIL SUPPLY EXHAUSTED

1-60 2T NOT PROCESS

MODEL 707		7-1-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY	ISSUE NO.	LOWER SPAR INSTL.- OUTBOARD STRUT (DWG. TITLE)
M.R. MATTESON (DRAFTED)	5/1/57	7-1-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE		ADCN: R1-15 / DRAWING NO.: 8-8122 / SHT.: 2A
CHECKED H. DARTON	5/2/57	7-1-57 mb B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN	ITEM 7427 CHG. NO.	
STRESS Geo. Pickard	5/3/57	ROHR 4-1306 REQUESTED	☐ DEVIATION ☒ VARIATION	74 SEC. NO.	
APPROVED		P PROD. INFO.	REASON: REQUIRED HOLE LOCATIONS OMITTED. (ENGRG. ERROR)	1 THRU 199 301 THRU 1999 CHG. EFF.	
APPROVED E.C. Burkard	5/6/57				

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD TWO 3/16" HOLE LOCATIONS IN -3018 AS SHOWN:



C5 *ZONE C10

*ADCN REF.

P REWORK EXISTING PARTS & ASSY'S INSTALLED

KC-135 NOT AFFECTED

☑ BAC RELEASED ☐ KC-135
☐ CANCELLED

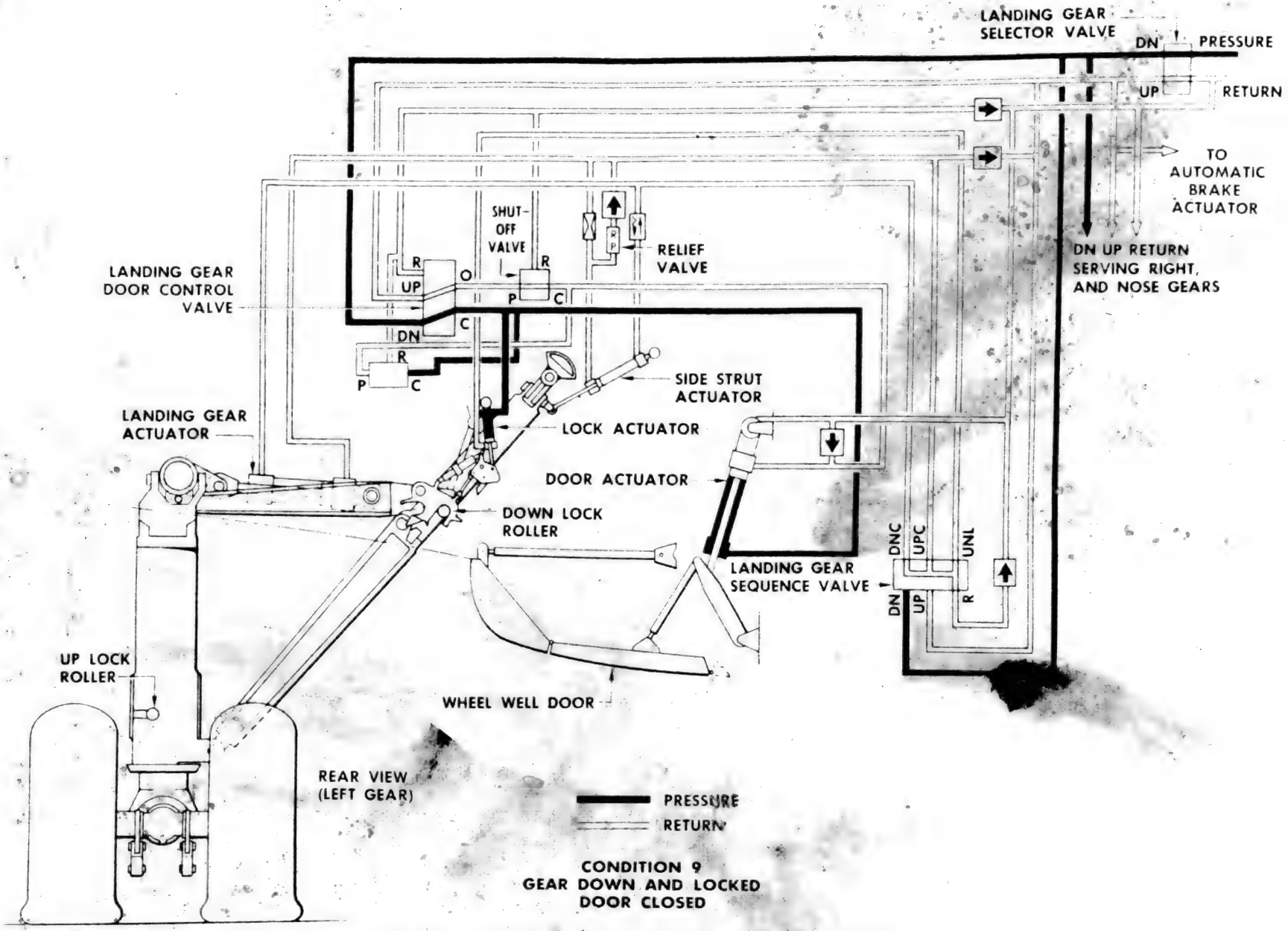
CHECKED Blakesley 4/9/57
CHECKED
APPROVED J.E. Larson 6/29/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.
				581-502			

BAC 924 C-R5

ITEM OR COMPONENT	DETAIL LUBRICATION LIST FOR 707 AIRPLANES	PAGE NO. 59 OF ___ PAGES
WING FLAPS L.H. AND R.H.	BOEING AIRPLANE COMPANY SEATTLE 14, WASHINGTON	MFGRS. NO. D 6-1539 DATE LAST REVISION 11/18/57 DATE APPROVED _____

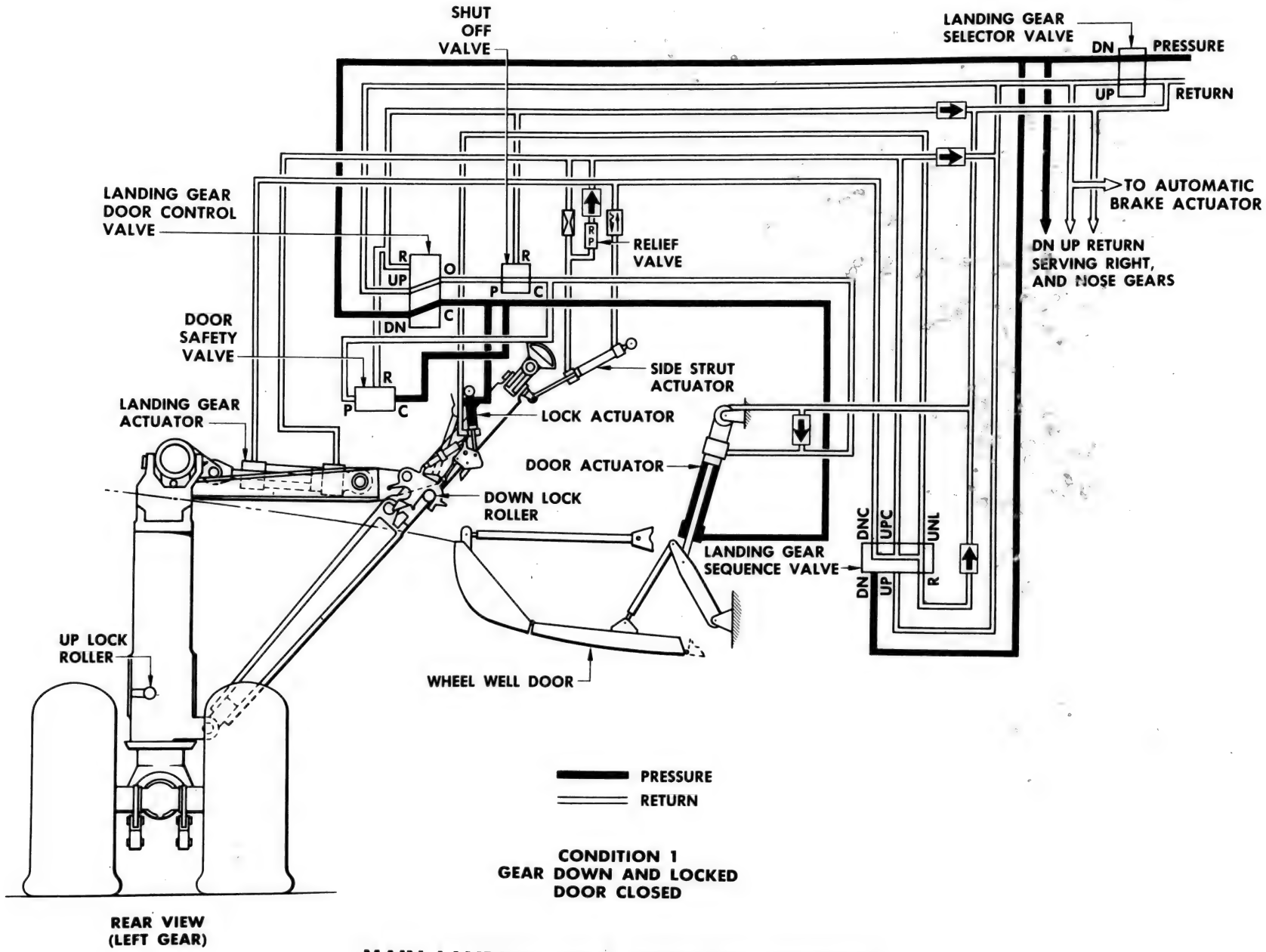
ITEM NO.	LUBRICATION POINT	BEARING TYPE	LUBRICANT	METHOD OF APPLICATION	NO. OF APPLICATION POINTS	LUBRICATION INTERVAL	REMARKS
1	Carriages - Center	RD	MIL-G-3278	Gun	12	#4	Flush Fitting (Dwg. 5-87846).
		N	MIL-G-3278	Gun	8	#4	Flush Fitting
2	Carriages - End	RD	MIL-G-3278	Gun	24	#4	Flush Fitting (Dwg. 5-87847).
		N	MIL-G-3278	Gun	16	#4	Flush Fitting
3	Flap & Spoiler Metering Valve Assy	-	MIL-O-5606 or Skydrol 500 (As applicable)	Fill	6/airplane	#4	Gear case (Dwg. 50-6875).



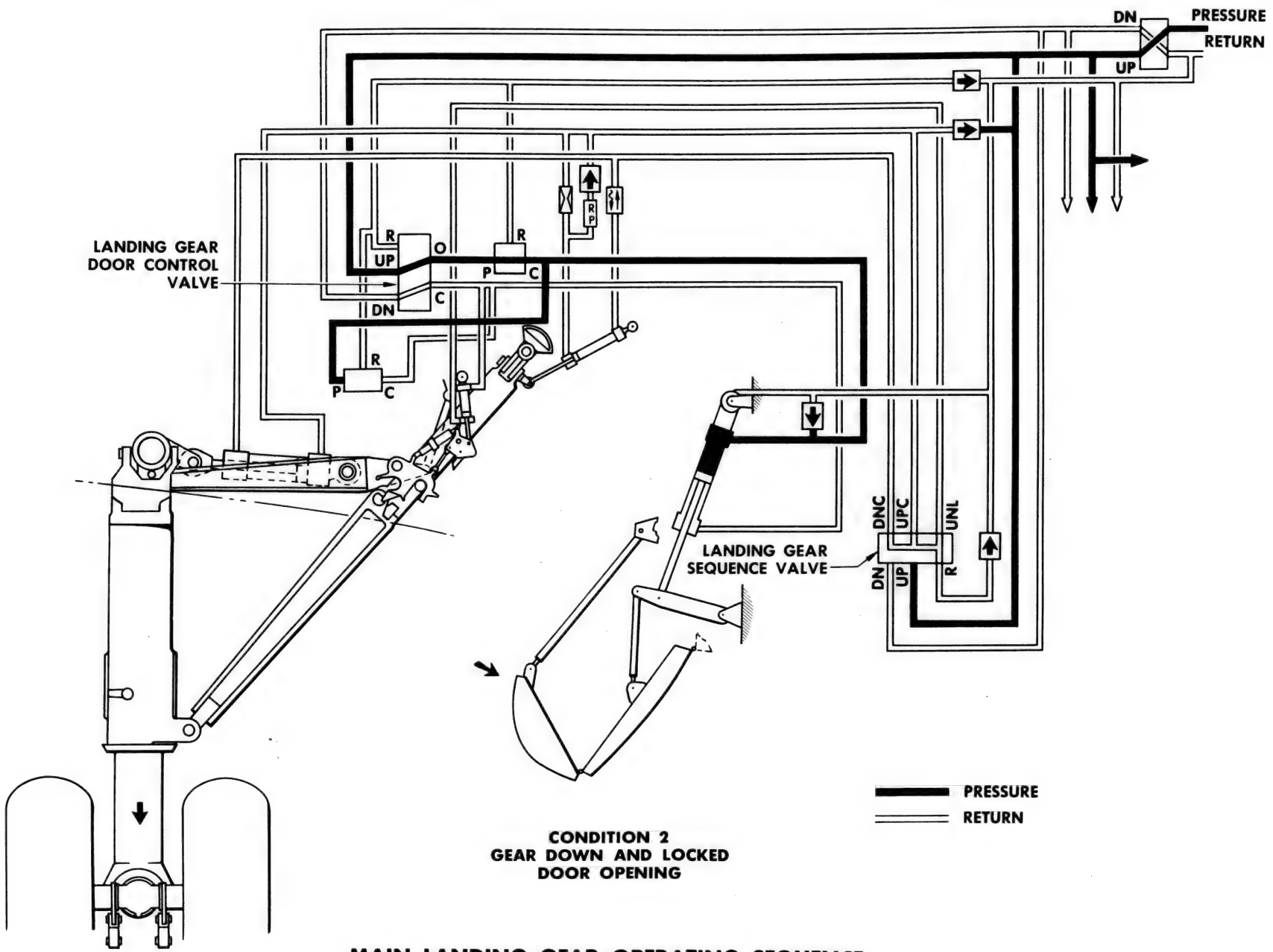
MAIN LANDING GEAR OPERATING SEQUENCE



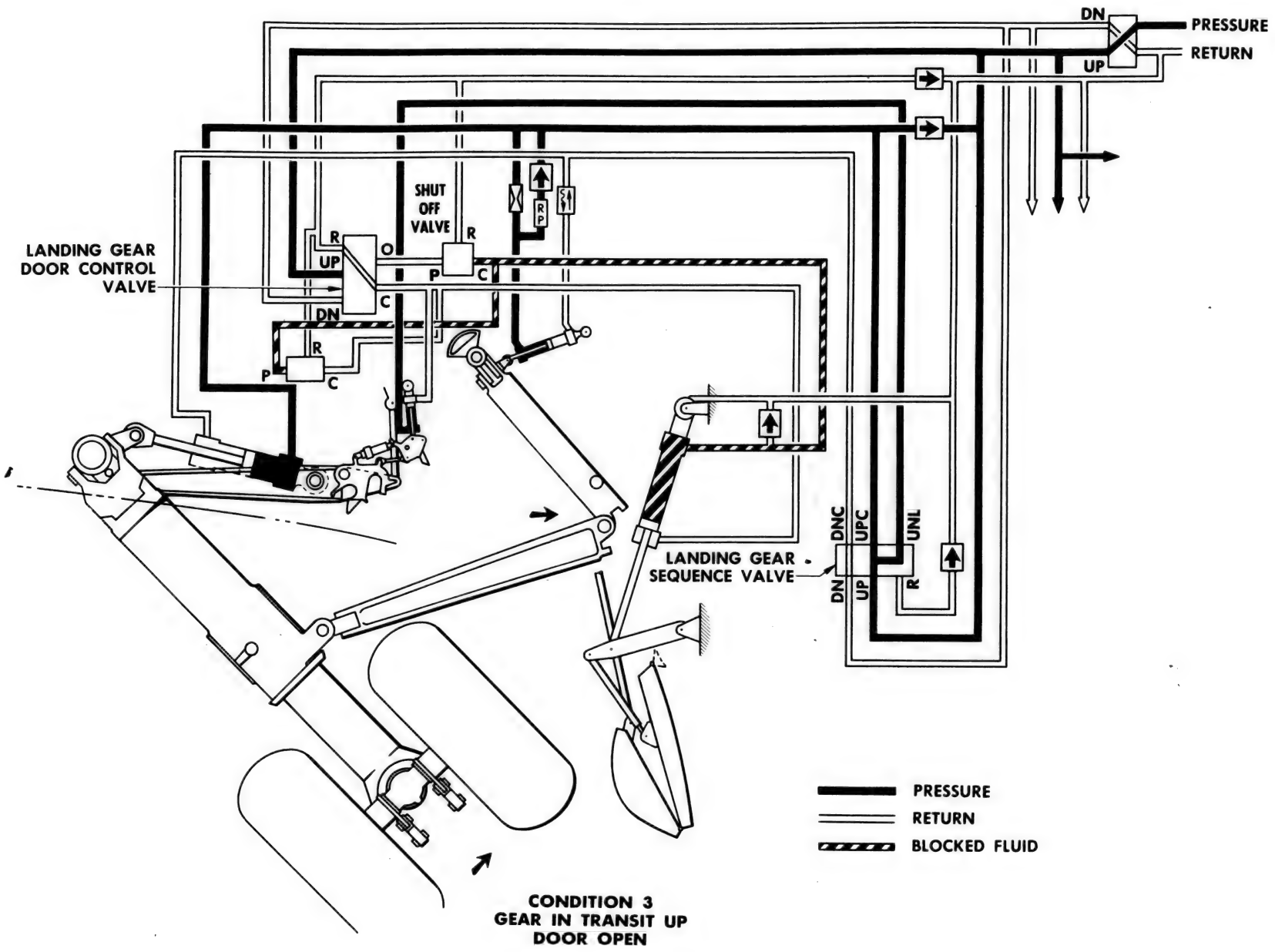
MAIN LANDING GEAR OPERATING SEQUENCE



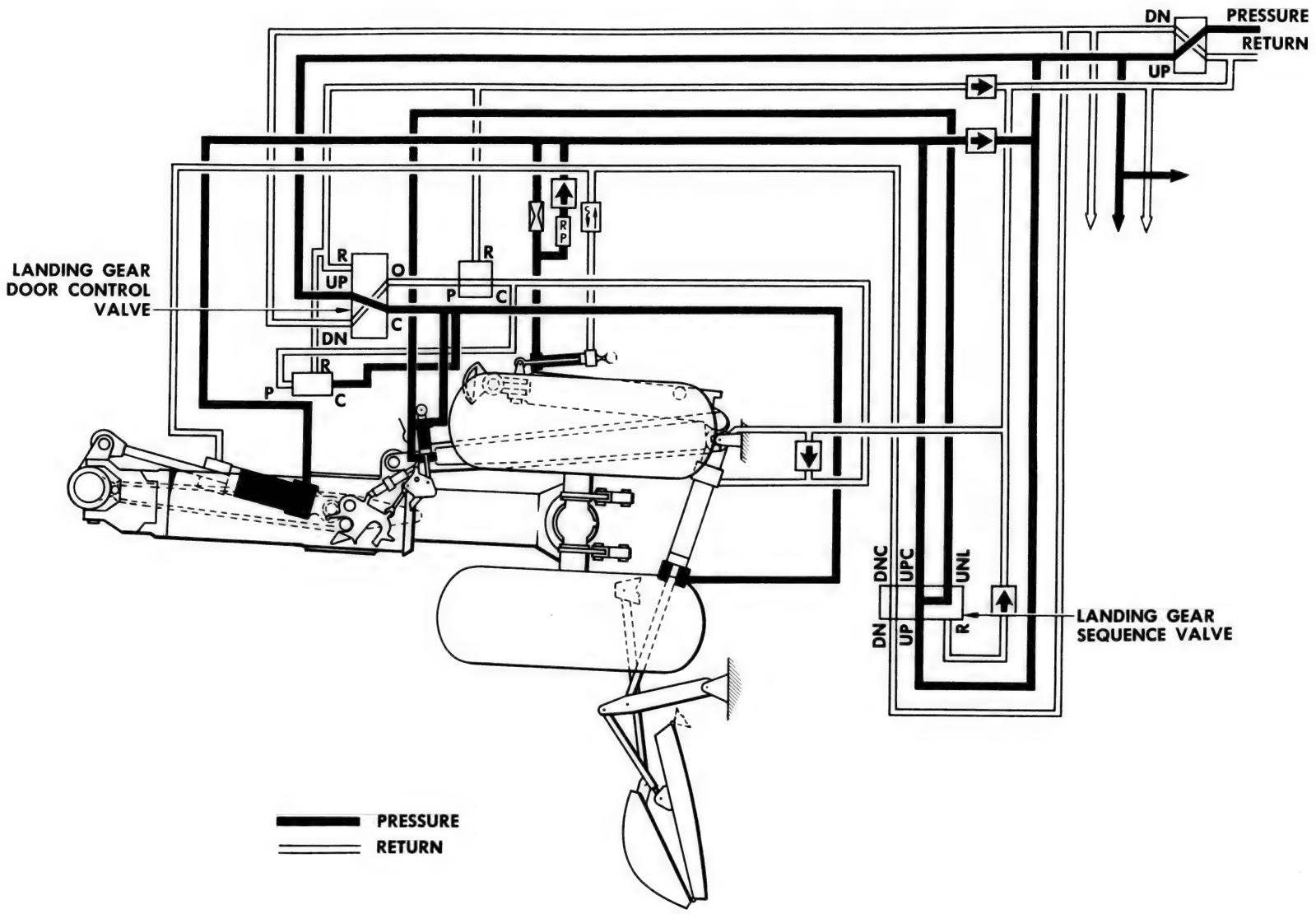
MAIN LANDING GEAR OPERATING SEQUENCE



MAIN LANDING GEAR OPERATING SEQUENCE

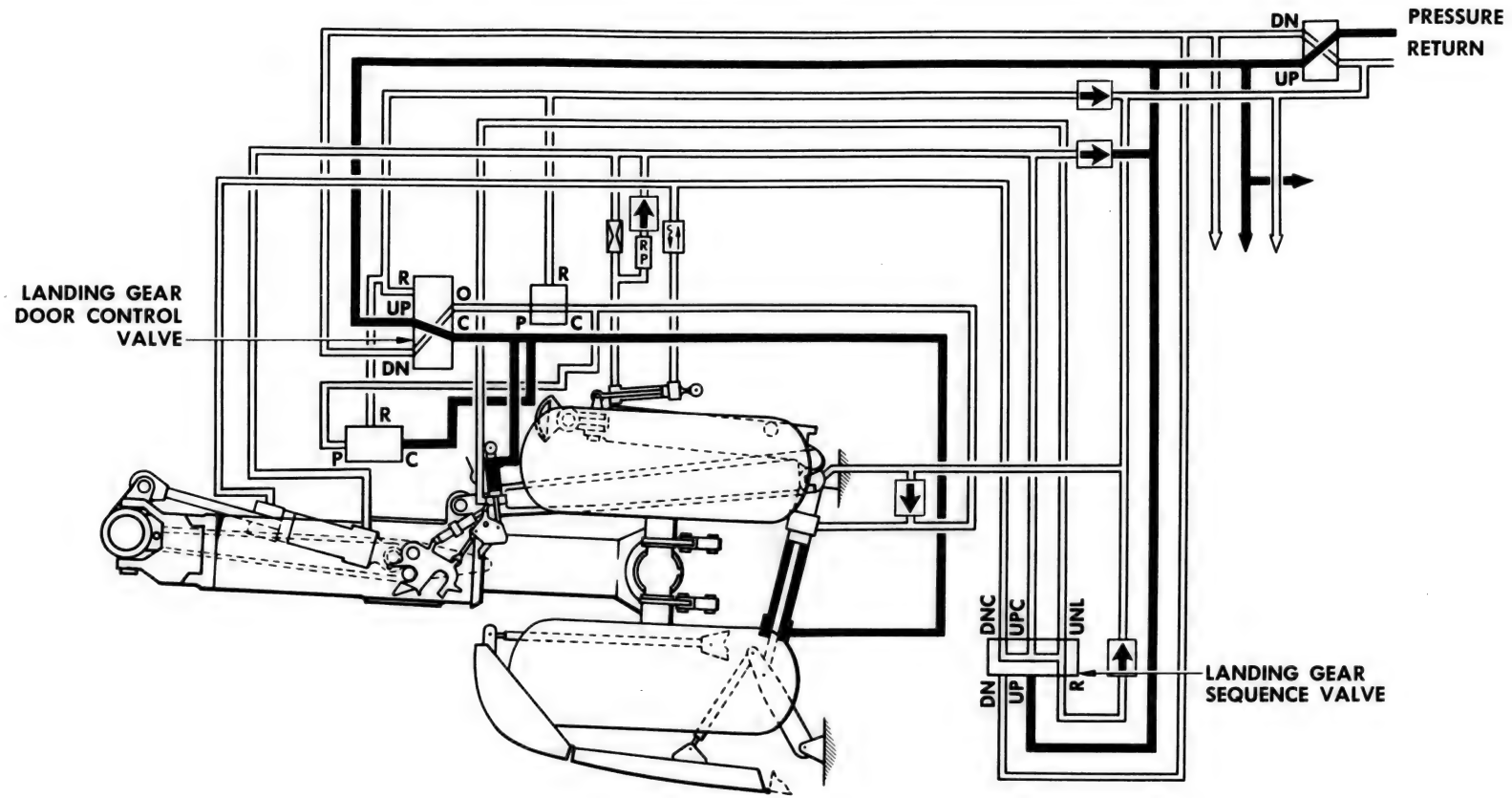


MAIN LANDING GEAR OPERATING SEQUENCE



CONDITION 4
GEAR UP AND LOCKED
DOOR OPEN

MAIN LANDING GEAR OPERATING SEQUENCE

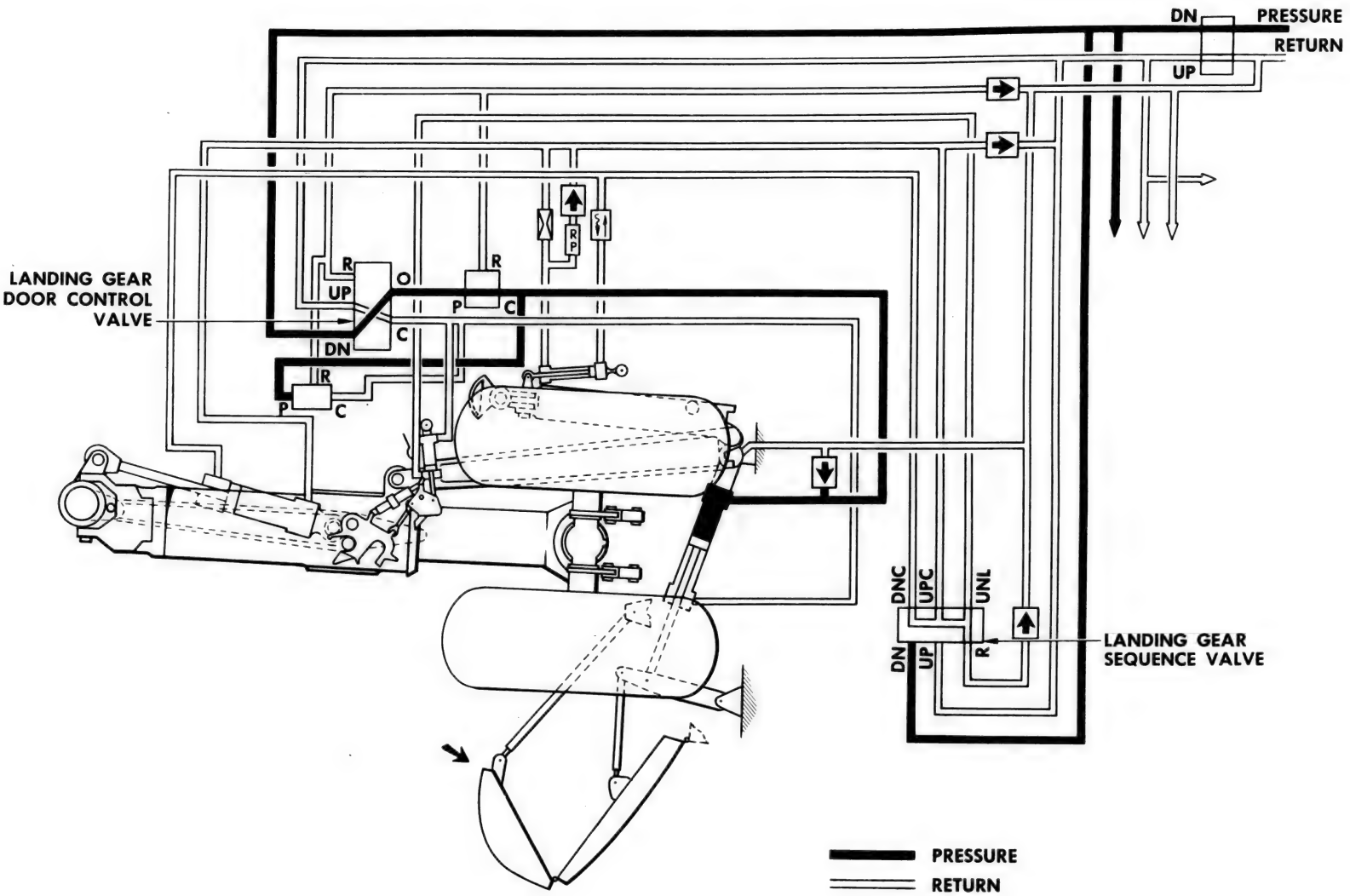


PRESSURE

RETURN

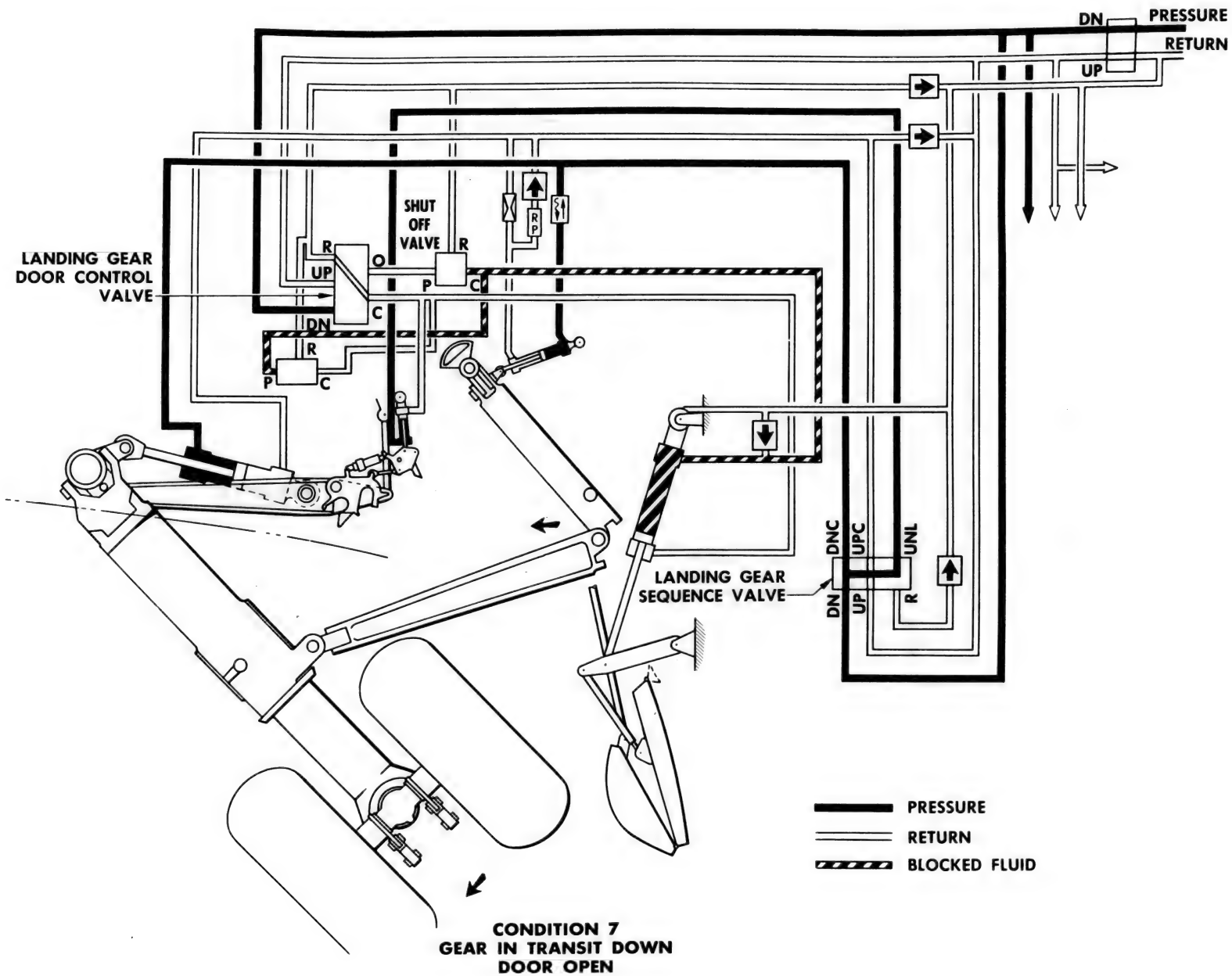
CONDITION 5
GEAR UP AND LOCKED
DOOR CLOSED

MAIN LANDING GEAR OPERATING SEQUENCE

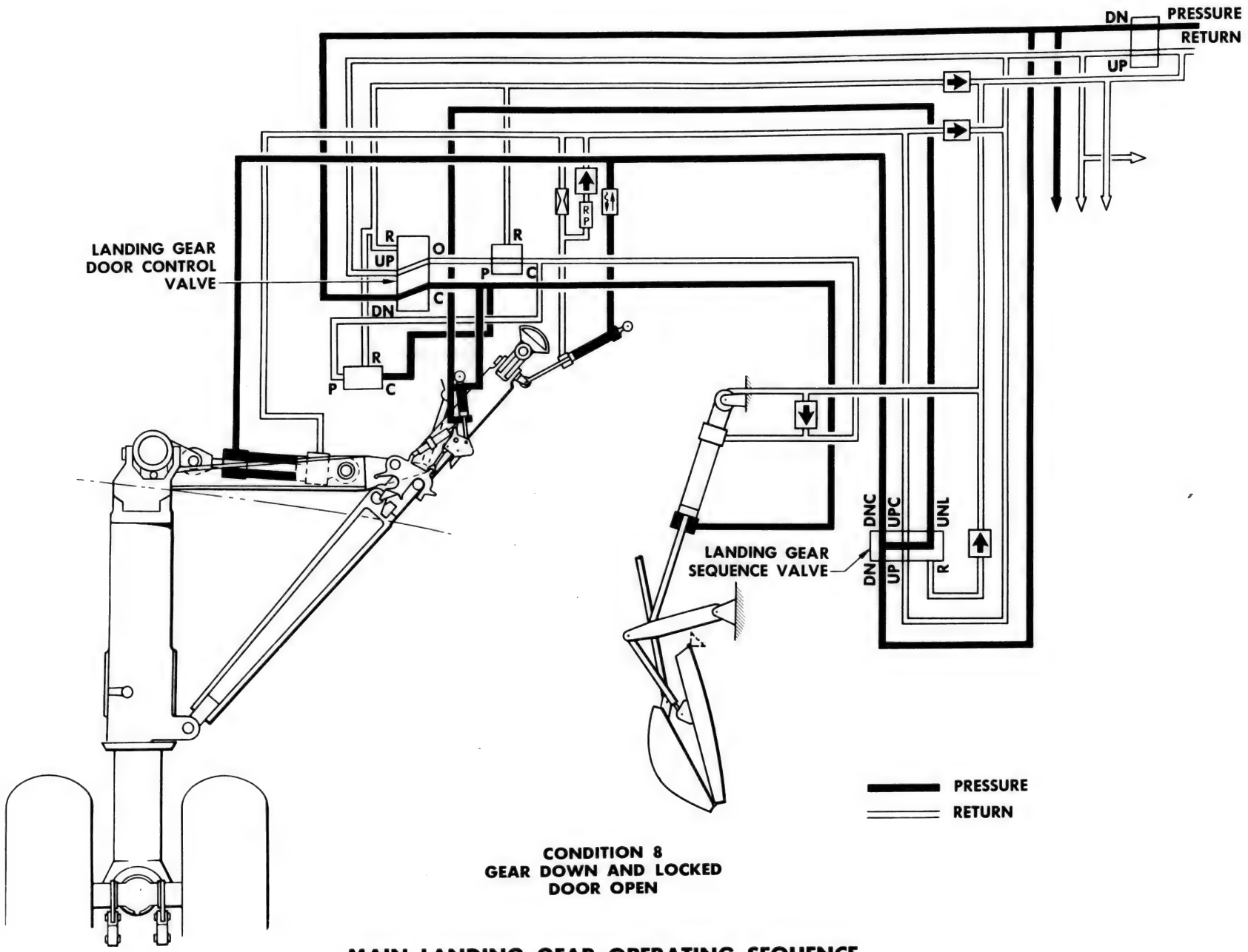


CONDITION 6
GEAR UP AND LOCKED
DOOR OPENING

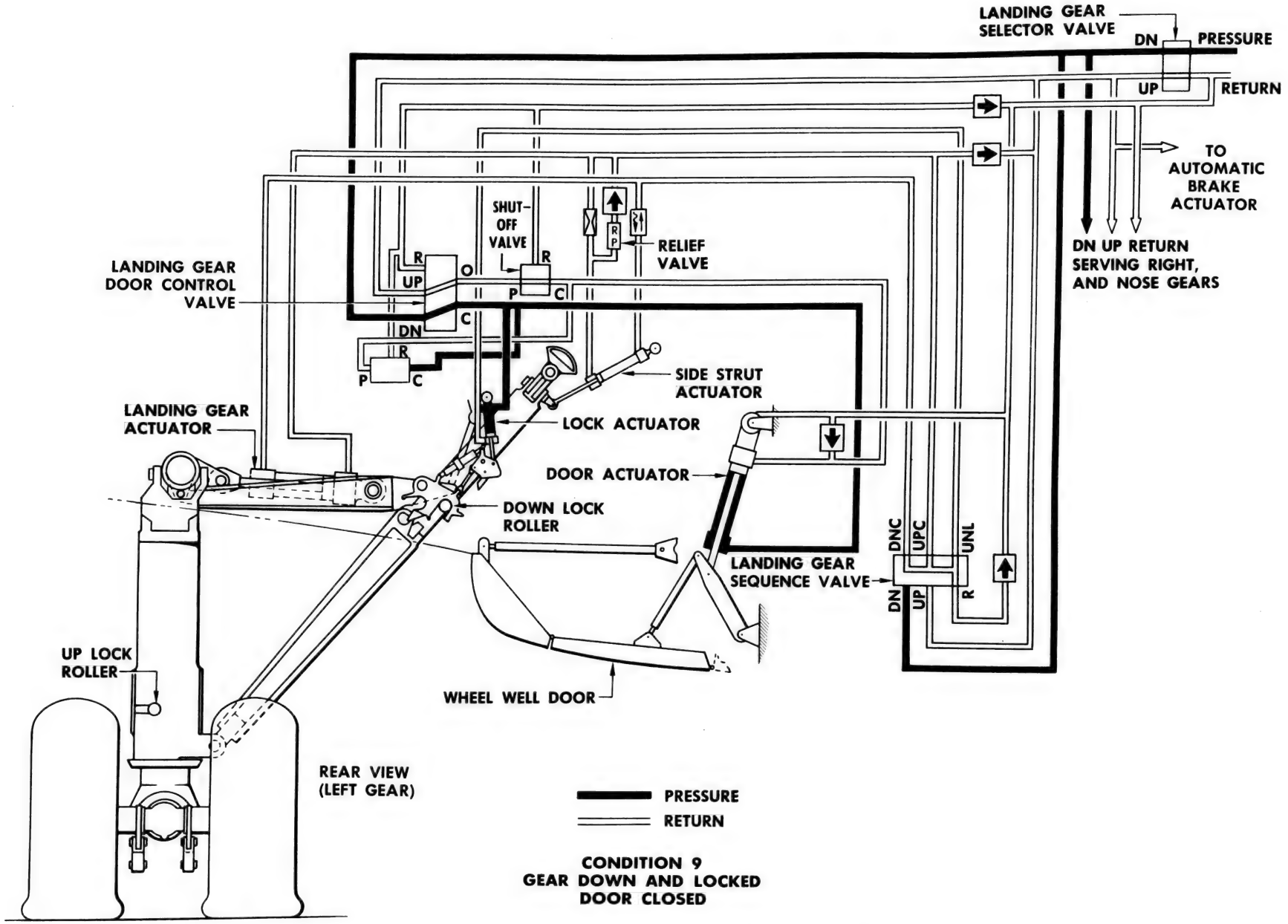
MAIN LANDING GEAR OPERATING SEQUENCE



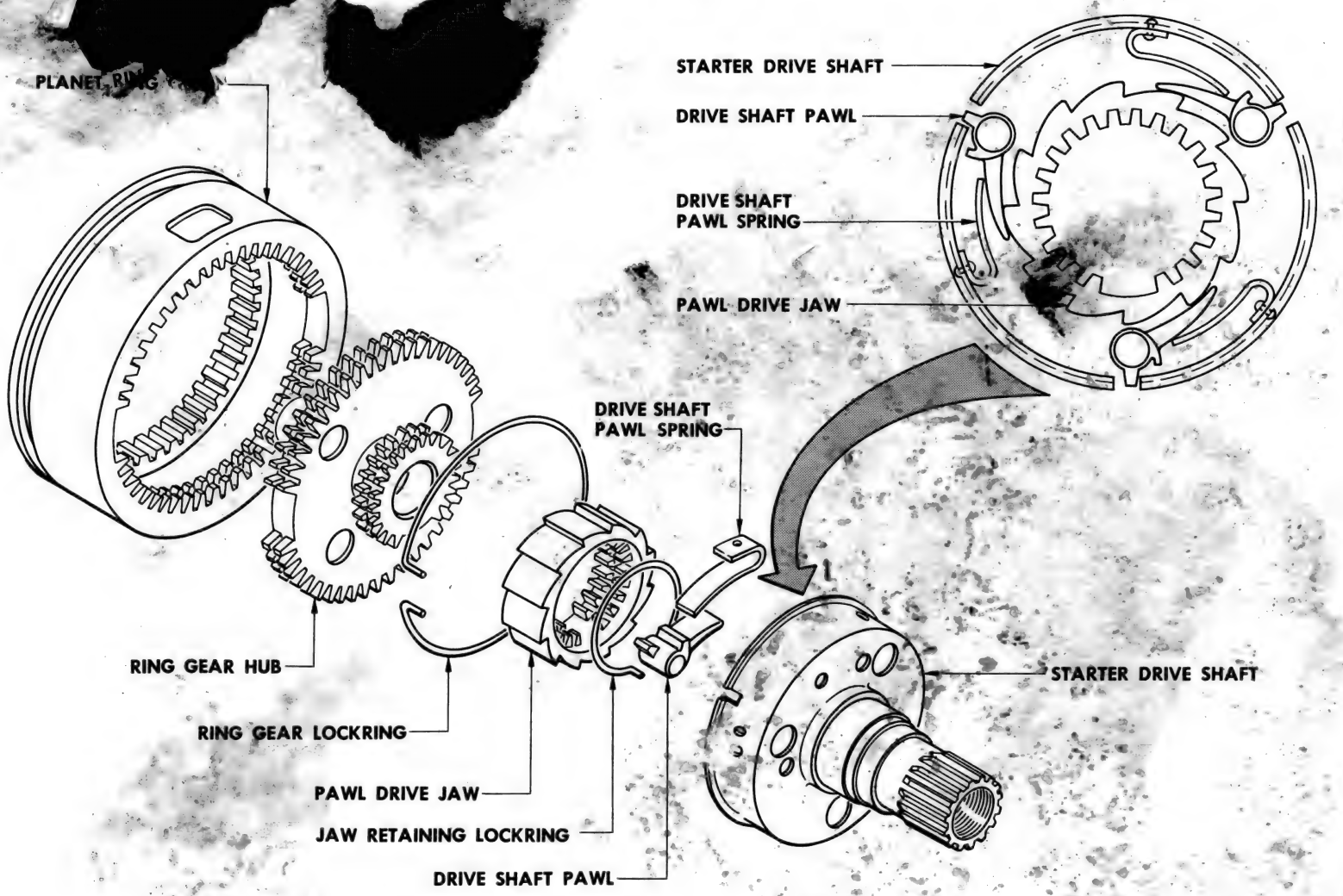
MAIN LANDING GEAR OPERATING SEQUENCE



MAIN LANDING GEAR OPERATING SEQUENCE



MAIN LANDING GEAR OPERATING SEQUENCE



STARTER CLUTCH SCHEMATIC

5-20 6T

MODEL 707		4-26-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED FRONSDAHL	6/11/57	EXT 6/28/57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED SHUMAN	6-11-57	6-28-57CB B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS W. Finn	6/18/57	G.DREW 6-7000 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED Drew	6/19/57		REASON: TO ADD ANGLE AND CHANGE PIN ON DRWG.
APPROVED Donaldson Kellogg	6-25-57	PROD. INFO.	

ADCN

ISSUE NO.	CHG. NO.	SEC. NO.	CHG. EFF.
7853	74	1-199	301-1999

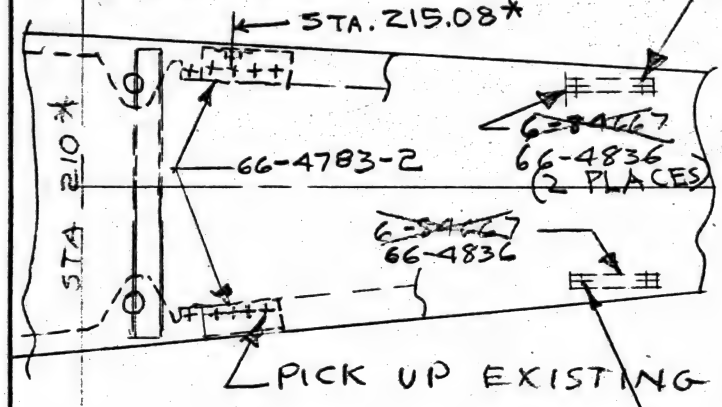
DWG. TITLE: LOWER SPAR INST'L OUTBD STRUT

ADCN	DRAWING NO.	SHT.
15	8-8122	1A
23	8-8122	2A

PARTS LIST ZONE	REPLACES	8-8122 -3000 B	8-8122 -3000 A	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	✓	2	66-4783-2	ANGLE						
		✓	✓	2	NAS 517-4-25	SCREW 100° F.H.						
		✓	✓	2	66-4836	PIN FITTING						
41		~~✓~~	~~✓~~	~~2~~	~~6-84667~~	~~PIN FITTING~~						
46		~~✓~~	~~✓~~	~~2~~	~~AN-4-20A~~	~~BOLT~~						
40		~~✓~~	~~✓~~	~~4~~	~~AN-363-428~~	~~NUT~~						
40	AN 363-428	✓	✓	4	BAC-N10BY -54W	NUT						

CHANGE P/L AS ABOVE:-

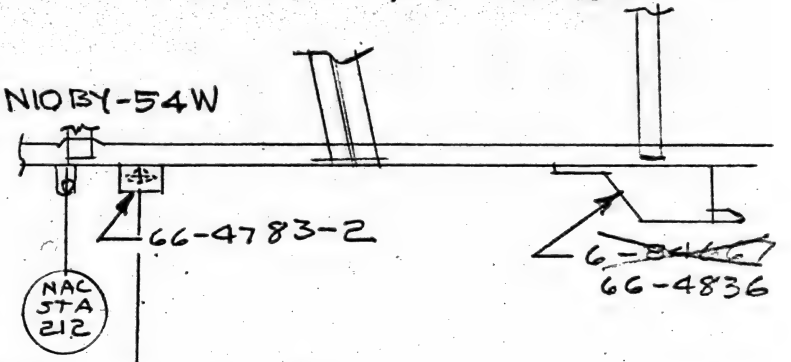
ON SHT 2 IN ZN C2 2A
CHANGE AS SHOWN



.250 .254 DIA HOLE
~~AN-4-20A~~
NAS 517-4-25
AN 960-C416 *
~~AN363-428~~ BAC N10BY-54W
2 PLACES LOCATE TO MATCH ~~6-84667~~ 66-4836

.250 .254 DIA. HOLE *
AN-4-5A *
~~AN-363-428~~
BAC N10BY-54W
* (2 PLACES LOC TO MATCH ~~6-84667~~ 66-4836

ON SHT 2 IN ZN A2 2A
CHANGE AS SHOWN



* ADCN REF ONLY

AD 6/26/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

7-26-57

8-20 GT

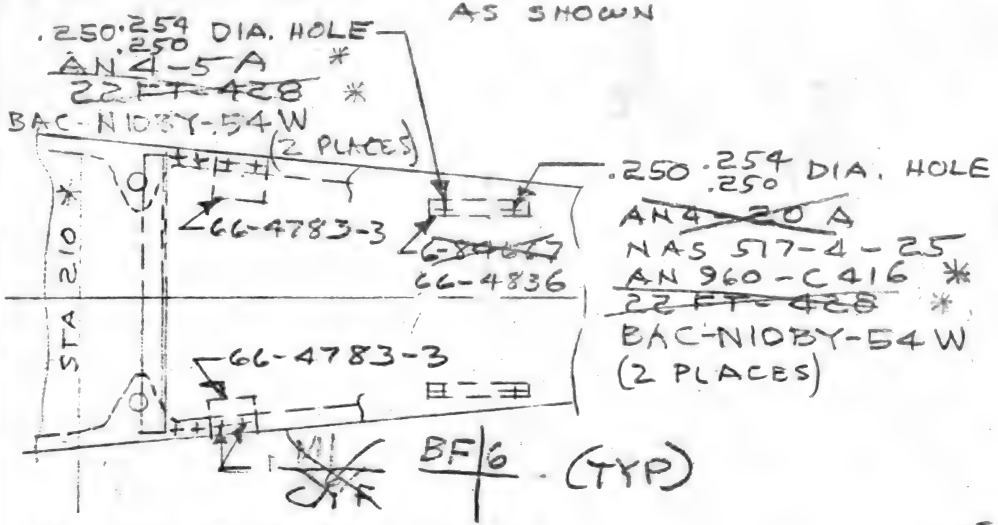
MODEL 707		DWG. REC. CLK. 7-27-57	BOEING AIRPLANE COMPANY
DRAFTED FRONSDAHL	6/11/57	RELEASE 7/31/57	ADVANCE DRAWING CHANGE NOTICE
CHECKED HUMAN		B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS	6/18	G.DREW 6-20-57 REQUESTED	☐ DEVIATION ☐ VARIATION
APPROVED	6/19/57		REASON: TO ADD ANGLE & CHANGE PIN ON DRWG.
APPROVED	6-25-57	PROD. INFO.	

ISSUE NO.	ADCN	DRAWING NO.	SHT.
A		LOWER SPAR INST'L INBD STRUT	
CHG. NO. 7853	~~12~~	~~8-8100~~	~~3~~
SEC. NO. 74	~~7~~	~~8-8100~~	~~3A~~
1-199	16	8-8100	1A
301-1999 CHG. EFF.	B	8-8100	3A

PARTS LIST ZONE	REPLACES	8-8100 3000 B	8-8100 3000 A	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
	NEW	✓	✓	2	66-4783-3	ANGLE						
		✓	✓	2	NAS517-4-25	SCREW 100° FH.						
		✓	✓	2	66-4836	PIN FITTING						
~~4A1~~		~~✓~~	~~✓~~	~~2~~	~~6-84667~~	~~PIN FITTING~~						
~~4A2~~		~~✓~~	~~✓~~	~~2~~	~~AN4-20A~~	~~BOLT~~						
		~~✓~~	~~✓~~	~~4~~	~~AN363-428~~	~~NUT~~						
	AN 363-428	✓	✓	4	BAC-N10BY 54W	NUT						

ON SH-1A CHANGE P/L AS ABOVE:-

ON SHT 3A IN ZN $C5_{3A}$ REVISE AS SHOWN

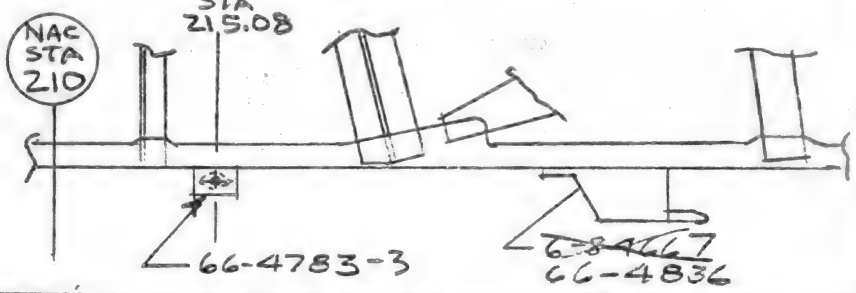


* ADCN REF. ONLY.

EXISTING PARTS MAYBE USED WITHOUT REWORK

ON SHT-3A

IN ZN $A5_{3A}$ REVISE AS SHOWN



REPLACES ADCN #13 ON SH-1A
#7 ON SH-3A

IN P/L AND F/D CHANGE 66-4783 TO 66-4783-3 CHG. NO. PRR 10826

REASON:- ENG ERROR

DRAWN BY: G. WOODS

CHKD BY: 7/19/57

APPRD: 7/19/57

AP 6/26/7

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5

WING

4- 6.8 IT REJ TAG 291993 & 291994

MODEL 707		D17-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY ADVANCE DRAWING CHANGE NOTICE THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN ☐ DEVIATION ☒ VARIATION REASON: WRONG FINISH FOR WET BAY AREA.	ISSUE NO. 95000 CHG. NO.	DWG. TITLE SUPPORT - FRONT SPAR, OUTBD NACELLE
DRAFTED G. BERESFORD	7/21/7	7-30-57 RELEASE		SEC. NO. 12	ADCN 2 / DRAWING NO. 50-8218 / SHT. —
CHECKED J R GIBSON	7/24/7	7-30-57 B/P GROUP			
STRESS —		REJ TAG 291993 & 291994 REQUESTED		CHG. EFF. 1-1999	
APPROVED Wickes	7/25/7	PROD. INFO.			
APPROVED					

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			-1						~~F2.30~~ F2.22	
			-2						~~F2.30~~ F2.22	

CHG FINISH CALLOUT IN P/L AS SHOWN ABOVE:

▻ REWORK EXISTING DETAILS BY STRIPPING ALL PRIMER A/P # 1, 2, 3 IN ACCORD -

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

ADCN 2 TR 11/24/71

GROUP ELEC. 5-30 17 NOT PROCESS

MODEL 707-121		DWG. REC. CLK 7-30-57	BOEING AIRPLANE COMPANY
DRAFTED HEIL	7-6-7	RELEASE 7-30-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED R. Parker	7-8-7	B/P GROUP 7-30-57CB	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
APPROVED ENGR. Haenach	7-23-7	REQUESTED 6-3060 C-347	☐ DEVIATION ☐ VARIATION
APPROVED [illegible]	7/9	PROD. INFO.	REASON: TO ADD ENGINE OIL COOLER VALVES SHUT OFF
APPROVED ENGR. Hillenahill	7-24-57		

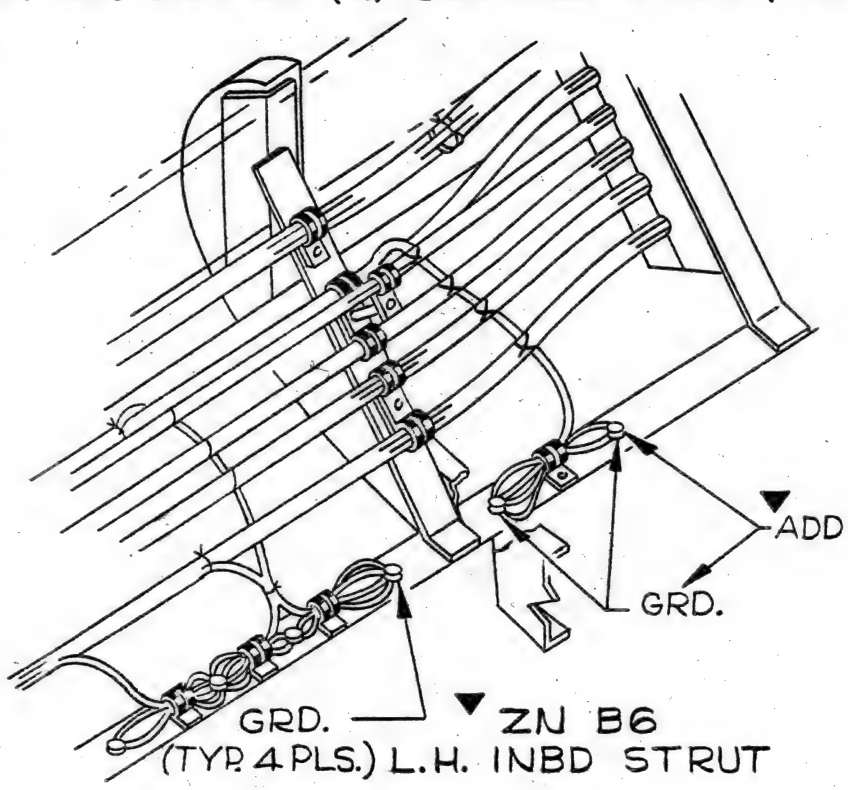
ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 10713 CHG. NO.	1	65-3268	
SEC. NO. 77			
1 THRU 99 CHG. EFF.			

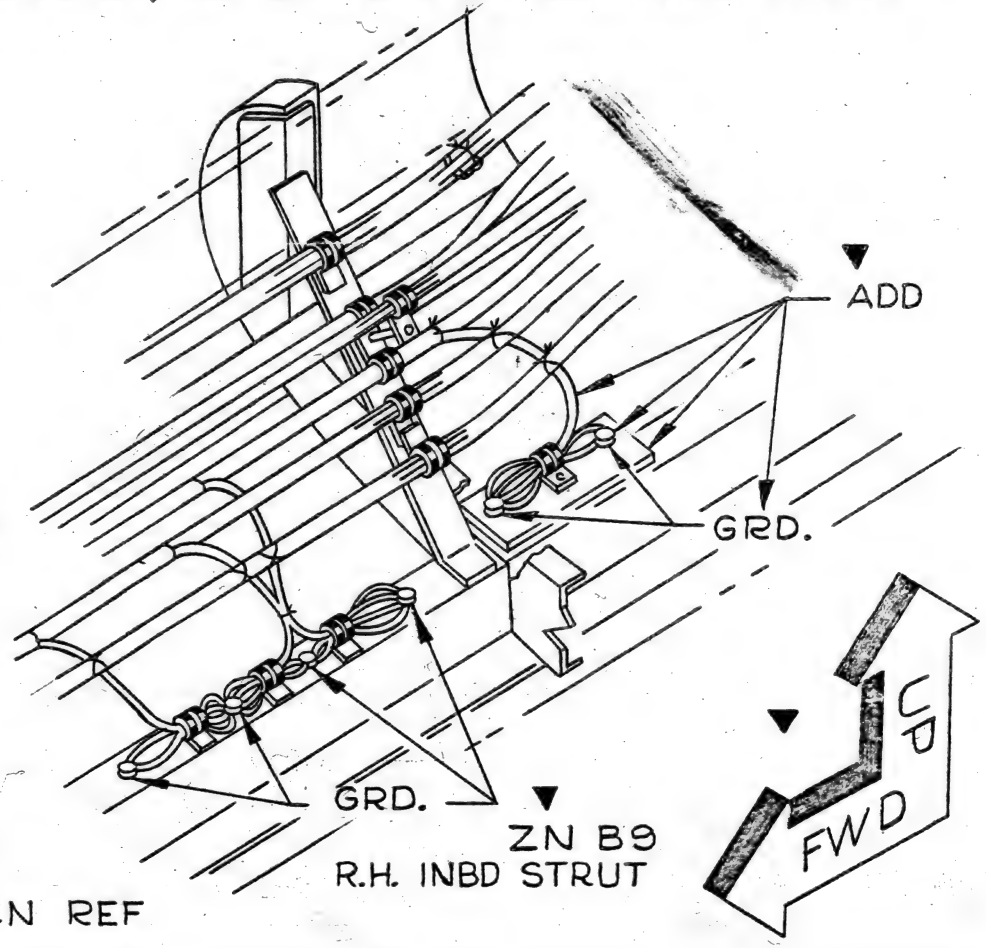
ELECTRICAL CABLE INSTL. SECTION 72 L.H. & R.H. INBD. STRUT
DWG. TITLE

ADCN

PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

IN ZN B9 ADD (2) GROUND WIRES (1 BUILD UP) AS SHOWN ON R.H. INBD STRUT
IN ZN B6 ADD (2) GROUND WIRES (1 BUILD UP) AS SHOWN ON L.H. INBD STRUT





MOCK UP IN ACCORD ▼ ADCN REF

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

BAC 924 C-R5 69510 7/09/7 2-7000

6-20 NOT PROCESS 4T

MODEL 707		7-30-57 DWG. REC. CLK.	BOEING AIRPLANE COMPANY
DRAFTED R. MATTESON	DATE 6/	7-30-57 RELEASE	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON	1957	7-30-57 B/P GROUP	THE DWG WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/10/57	ROHR 4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E.C. Burkart	6/10/57	P PROD. INFO.	REASON: IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)
APPROVED P. Hickman	6/10/57		

ISSUE NO.	ADCN	DRAWING NO.	SHT.
PRR 10087	R1-2	5-85637	1A
CHG. NO. 71	R1-1	5-85637	3A
SEC. NO. 1 THRU 199			
301 THRU 1999			
CHG. EFF.			

COWL PANEL ASSY L.H. SIDE ENGINE NACELLE
DWG. TITLE

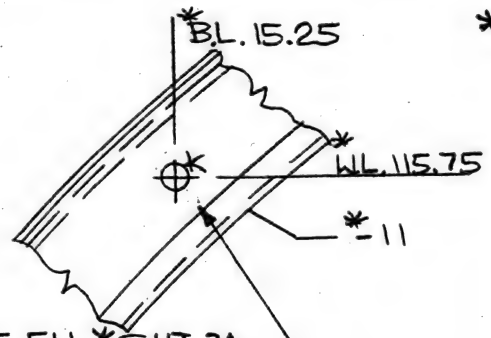
ADCN 57

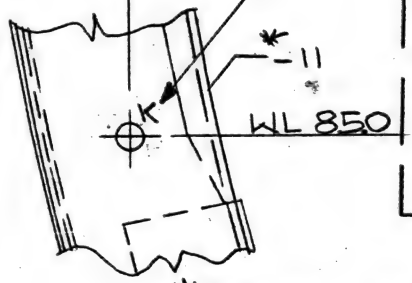
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

SHT 3A, ADD COORDINATING HOLES AS SHOWN BELOW:

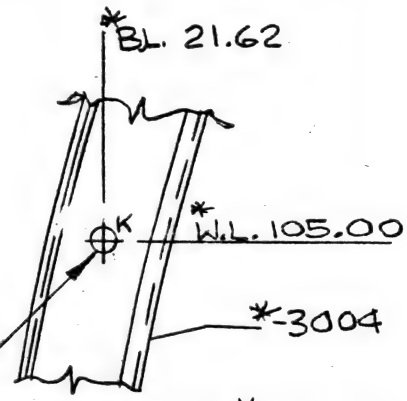
☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADC ☑ 707
CHECKED
CHECKED
APPROV

* THIS CHG. INCOMPLETE WITHOUT		
ADCN	SHT	DWG.
R1-2	3A	5-85637
R1-2	4A	
R1-3	4A	
R1-4	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85637

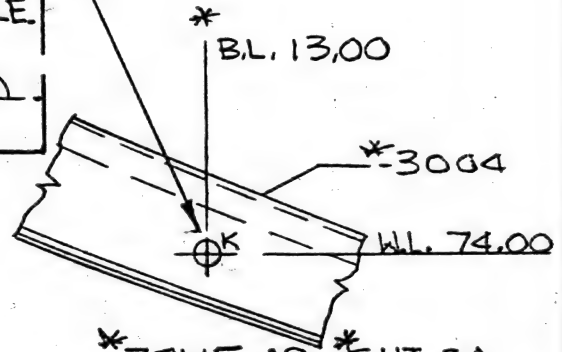




*(ADD COORDINATING HOLES)



SHT 1A, ADD TO GENERAL NOTES AS FOLLOWS:
*(ADD) K .250 +.260 -.247 COORDINATING HOLE.
*(ADD) PLUG COORDINATING HOLES WITH M8 IN -3029 FRAME ONLY.



*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN'S R1-13 S/1 & R1-11 S/3 ON 5-85637

AP 7/29/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

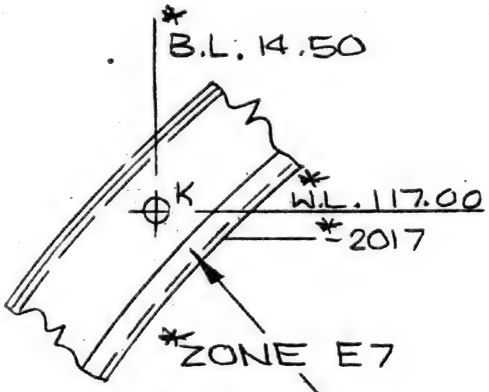
IF 6-72 NOT PROCESS

MODEL 707		DWG. REC. CLK. 7-30-57	BOEING AIRPLANE COMPANY
DRAFTED R. MATTESON	6/1	RELEASE 7-30-57	ADVANCE DRAWING CHANGE NOTICE
CHECKED DARTON		B/P GROUP	THE DWG. WILL BE CHANGED TO INCLUDE THIS ADCN
STRESS HECHT	6/10/57	ROHR 4-1386 REQUESTED	☐ DEVIATION ☒ VARIATION
APPROVED E. Sandblad	6/10/57	P PROD. INFO.	TO INSURE POSITIVE LOCATION OF
APPROVED G Hopkins	6/12/57		REASON: IRREGULAR OML'S & HOLD FRAMES RELATIVE TO BOTH LONGERONS & ATTACH POINTS. (MFG. FACILITY)

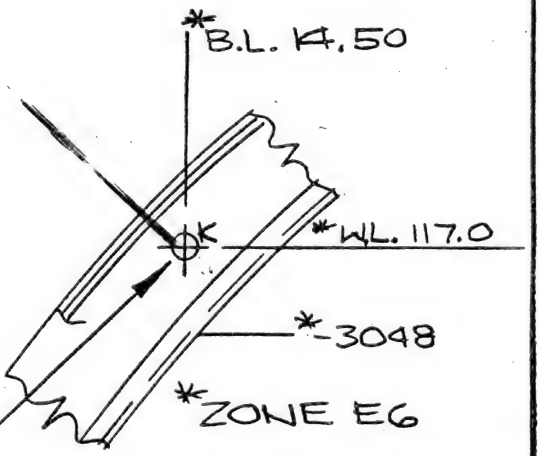
ISSUE NO.	COWL PANEL ASSY L.H. SIDE ENGINE NACELLE. DWG. TITLE		
PRR 10087	ADCN: R1-3	DRAWING NO.: 5-85637	SHT.: 4A
CHG. NO.			
SEC. NO. 71			
1 THRU 199			
301 THRU 1999			
CHG. EFF.			

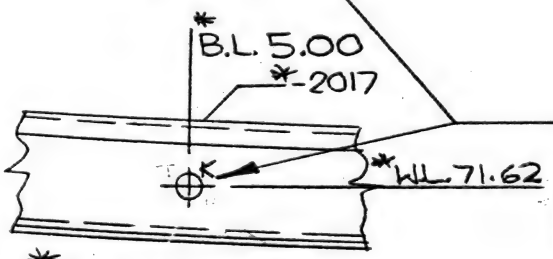
PARTS LIST ZONE	REPLACES	REQD	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P

ADD COORDINATING HOLES AS SHOWN BELOW:



THIS CHG. INCOMPLETE WITHOUT		
ADCN	SHT	DWG.
R1-2	1A	5-85637
R1-1	3A	
R1-2	3A	
R1-2	4A	
R1-4	4A	
R1-1	100	
R1-2	100	
R1-3	100	5-85637



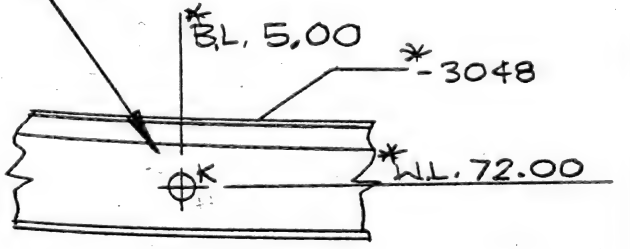


*ZONE A6
*STA 152.75

*(ADD COORDINATING HOLES)

☑ BAC RELEASED ☐ KC-135
☐ CANCLD BY BAC ADCN ☑ 707

CHECKED	Blakeslee 7/24/57
CHECKED	
APPROVED	JE Larson 7/25/57



*ZONE A5
*STA 161.50

*ADCN REF.

P EXISTING PARTS & ASSY'S MAY BE USED WITHOUT REWORK.

FOR KC-135 SEE ADCN R1-10 S/4 ON 5-85637

AP 7/29/57

AIRP. SEC. NO.	QTY. PER AIRP.	USED ON DWG. NO.	MODEL	AIRPLANE SERIAL NUMBERS	PART NUMBER	RELEASE COLUMN IND	DWG SHEET NO.

2-7000

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

SEATTLE DIVISION	PILOTLESS AIRCRAFT	WICHITA DIVISION	TRANSPORT DIVISION
☐ ENGINEERING SERVICE SECTION	☐ DIV. FIELD OPERATIONS DEPT	☐ ENGINEERING SERVICE SECTION	☒ ENGINEERING SERVICE SECTION

SUBJECT: FAS Air Bottle Control Valve, KC-135. CLASSIFIED ☐ UNCLASSIFIED ☒

ROUTING:

ORIGINAL

OFFICE BASE FILE

CC:

SERVICE DEPT SUBJECT FILE

0106

The reference advised that an improved model of the subject, P/N 38E13-8A, has failed to be a significant improvement over earlier models, P/N 38E13-3A and 840891. Service experience and number of failures of each model was requested.

Air Force U.R.'s and BAC Edits indicate the following valve removals:

A/C	Date	P/N	S/N	Valve T/T	Removed For
58-001	3/23/59	840891	--	19 Hrs.	Air Leak
~~57-2609~~	~~4/13/59~~	"	~~780 OK~~	~~42~~ "	~~Air Leak~~
58-001	8/19/59	"	713	268 "	Failed Relief Valve
58-006	9/10/59	"	786	270 "	Loose Gage
57-2594	9/29/59	"	685	347 "	Air Leak
58-097	11/27/59	"	691	140 "	Gage Sticks
~~57-2609~~	~~2/18/60~~	~~38E13-8A~~	~~67-U~~	~~457~~ "	~~Air Leak at Vent~~ — ~~dlk~~ 08538

Supply records show that in the last 365 days 17 P/N 840891 valves have been issued. No P/N 38E13-3A or -8A valves have been issued. Unfortunately, this activity has had little service experience with the P/N 38E13-8A valve.

Please type -

Frank A. Britt

Frank A. Britt
Field Service Engineer

FAB:ps

dlt 52432

Frank A. Britt | REPORT NO. BERGAFB-910-75F | DATE 21 June 60

Bergstrom AFB | LOCATION Austin, Texas

FAS Air Bottle Control Valve, KC-135. | MODEL KC-135.

REFERENCES 6-7171-1-12560, dated June 15, 1960 | ENCLOSURES

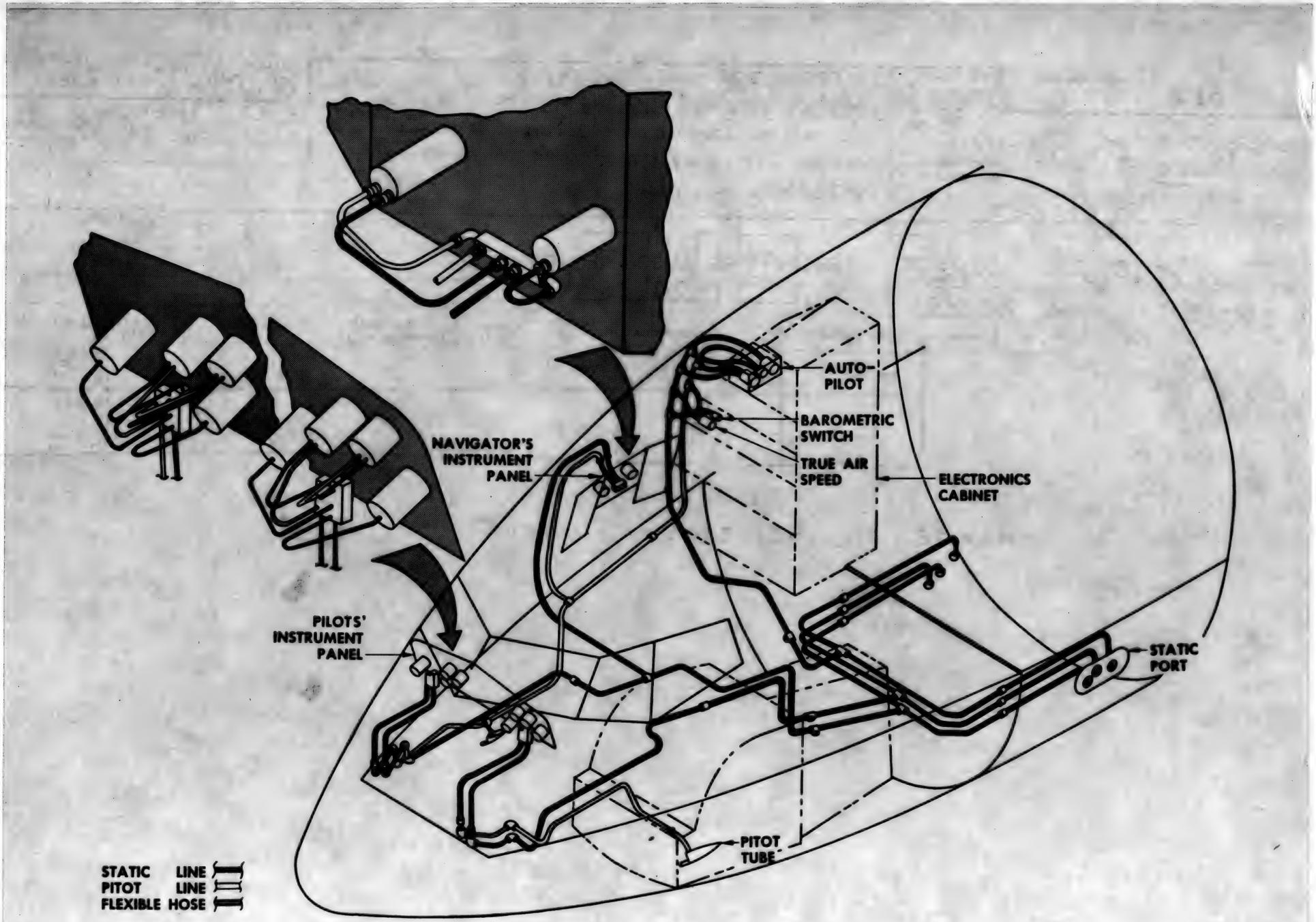
FSR FSR FSR FSR FSR FSR FSR

6-7000

☒ ART ORDER WRITTEN

SECTION 82
WATER INJECTION

ART ORDER NUMBER		PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	ATI-437 D6-2762
82-1	JT3C-6 Engine Water Injection System	☒ D	☐	☐	☐	☒ A	☐	☐	☐	☐	☐	☐	☐	☐	☐
82-2	Water Injection Control System	☒ B	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
82-3	Water Pump and Drain Valves	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
82-4	JT3C-6 Water Injection Engine Pump	☒ X	☐	☐	☐	☒ A	☐	☐	☐	☐	☐	☐	☐	☐	☐
82-5	Water Injection Wiring Diagram	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
82-6	Water Injection Pressure Regulator Schematic	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
82-7	Engine Water Injection Flow Distribution	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐



PITOT STATIC SYSTEM LOCATION

2-65

ELR NO.	MODEL NO.	DWG. REC. CLK	BOEING AIRPLANE COMPANY	ISSUE NO.	DWG. TITLE
813	707	ML-24-57	ADVANCE DRAWING CHANGE NOTICE	A	SUPT ANGLE-THROTTLE CONTROL - STA 600

				ADCN	DRAWING NO.	SHT.
DRAFTED	P Kara	6/15/57	RELEASE 6-25-57 CB	CHG. NO. FR 55000	1	69-1923	
CHECKED	R Hunt	6/16/57	B/P GROUP NO CHANGE SEE BELOW	SEC. NO. 53			
STRESS							
APPROVED	Baisley	6-20-57	REASON: TO PRIVIDE PROPER FINISH	1-1999 CHG. EFF.			

ORIGINATOR	PHONE	PLANNING	PHONE
REQ.		PEKASKY	3469
APP. W. Schwer	4192		
DEPT. 6-4800 BOX NO. 90-19		BOX NO. 91-90	

ENGINEERING LIAISON REQUEST

PARTS LIST ZONE	REPLACES	REQD.	PART NUMBER	NOMENCLATURE	ZONE CODE	STOCK SIZE (APPROX. NET)	MATERIAL	HEAT TREAT	FINISH	P
			-4						~~F 2.45~~ SRF 2.115	
			-5						~~F 2.45~~ SRF 2.115	

CHANGE P/L AS SHOWN ABOVE

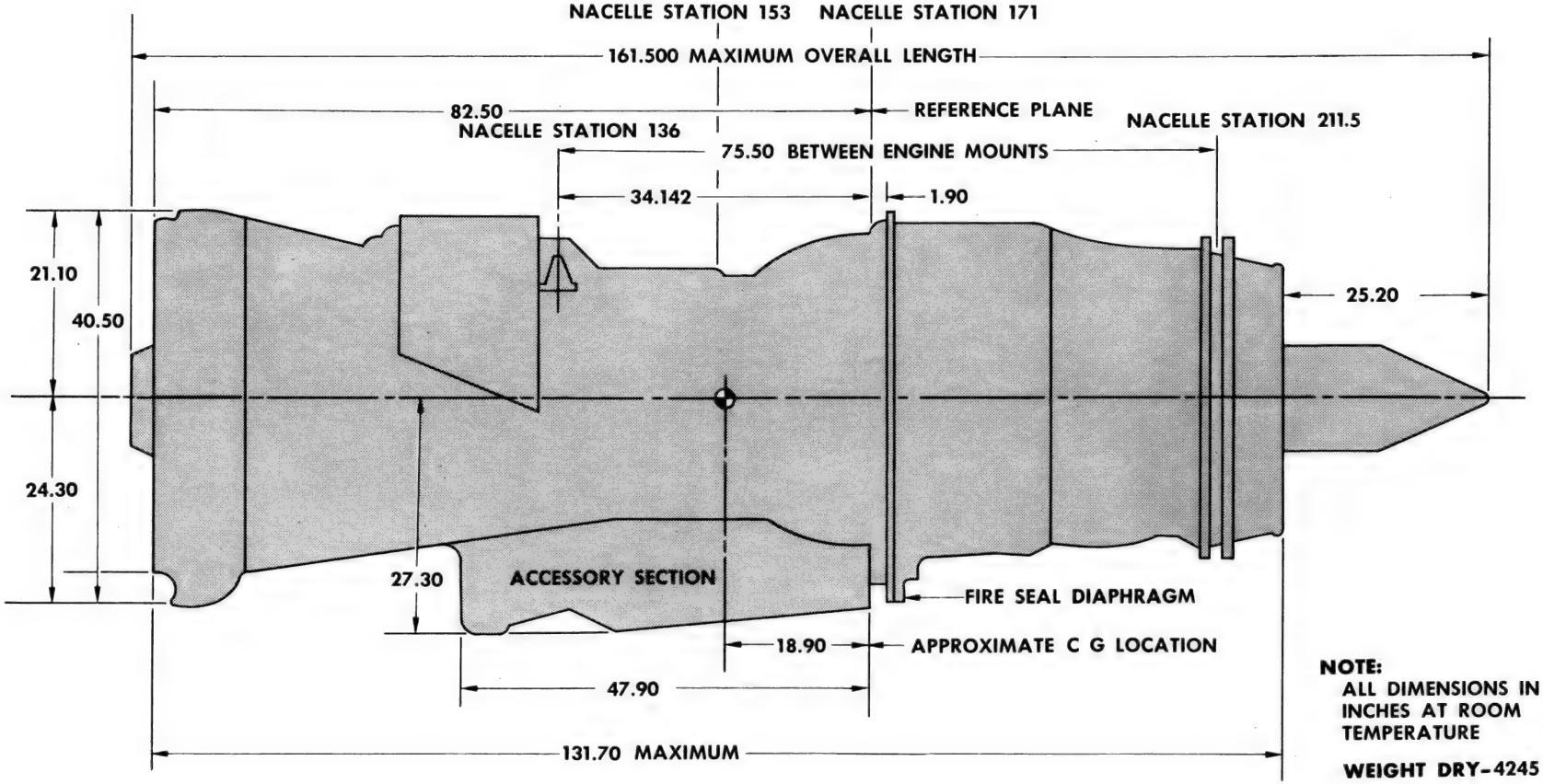
HF 6/21

PROD. INFO: ~~AFFECTS [illegible]~~ APL 001 & ON MUST COMPLY

STATUS OF TOOLS &/OR PLANNING: DETAIL PLANNING AFFECTED REWORK SHEETS INSTALLED

STATUS OF COMPLETED AIRP. &/OR PARTS

121-71-5



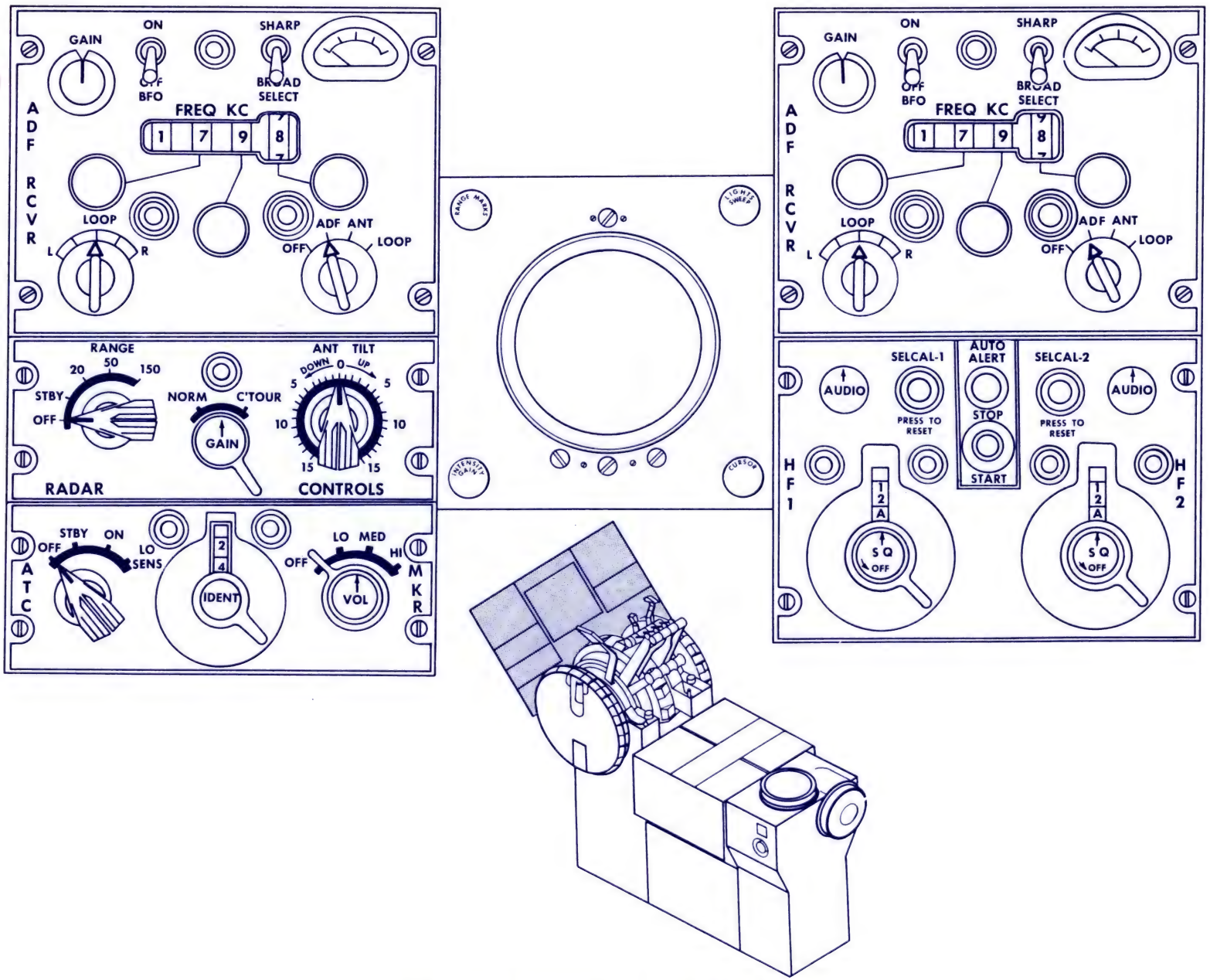
NOTE:
ALL DIMENSIONS IN INCHES AT ROOM TEMPERATURE

WEIGHT DRY-4245 LBS

cancel

OVERALL DIMENSIONS-JT3C-4 ENGINE

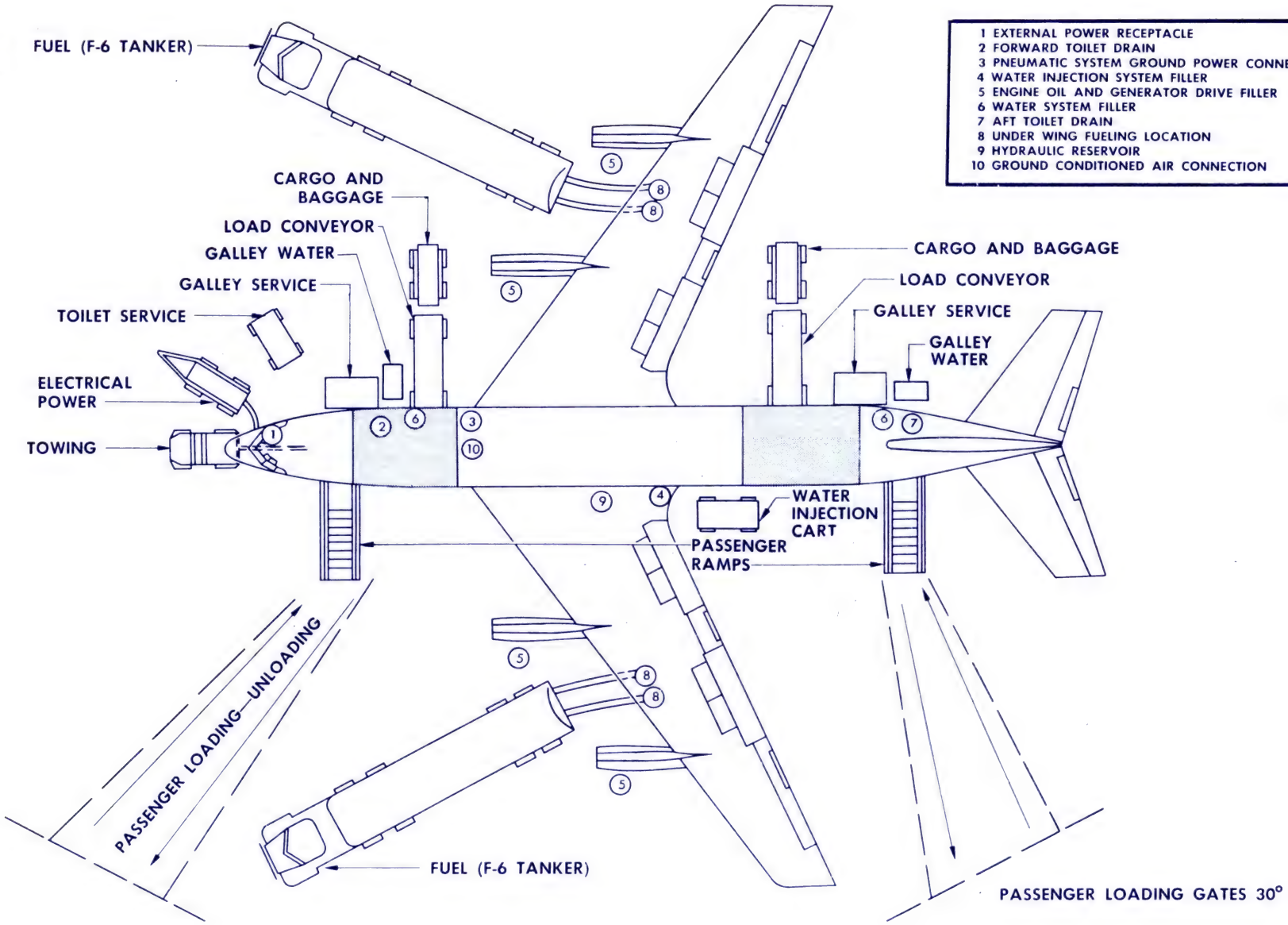
121-71-5



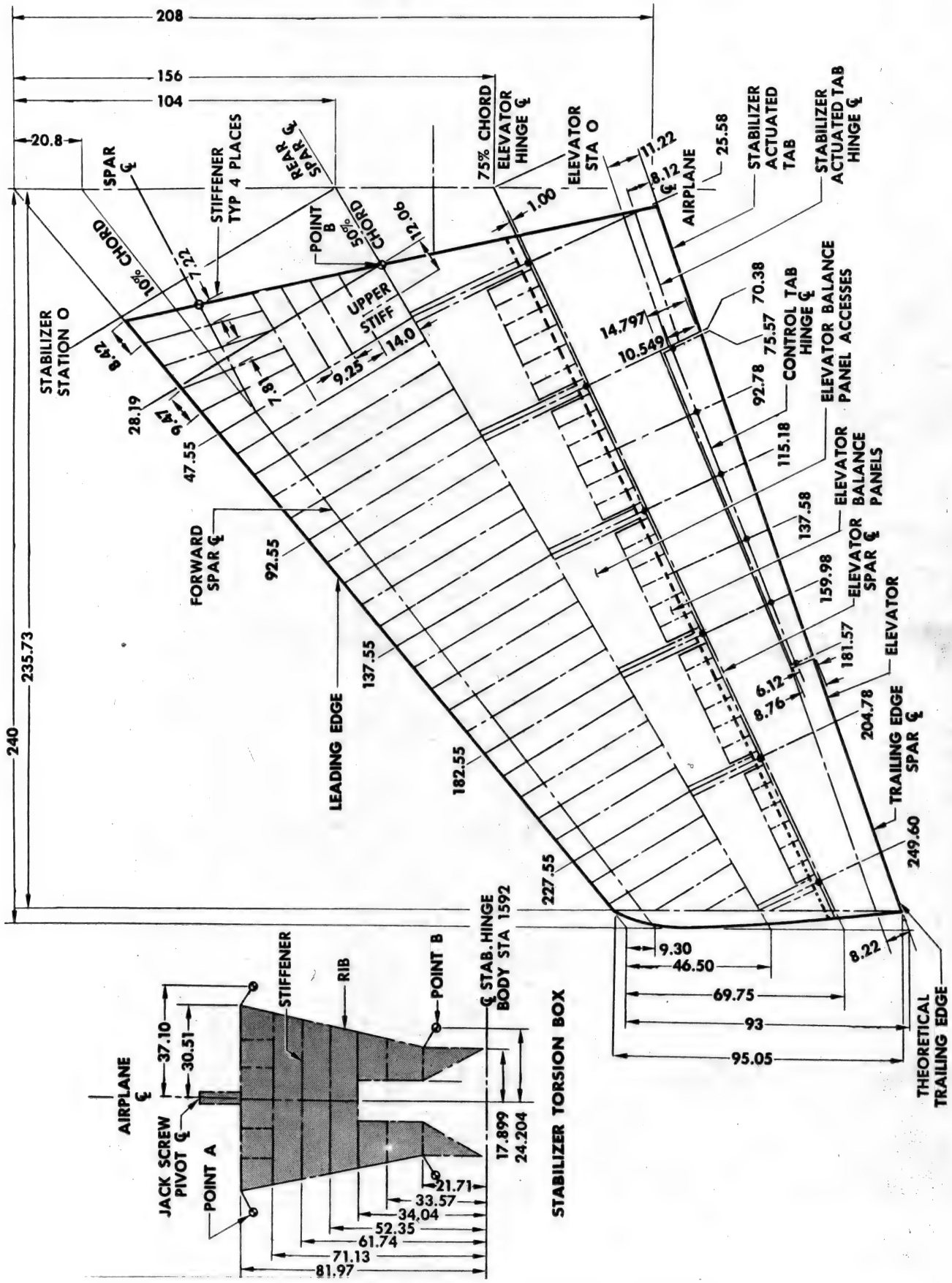
FORWARD ELECTRONIC CONTROL PANEL

121-12-1C

~~121-12-1 REV B~~



TYPICAL TERMINAL SERVICING ARRANGEMENT

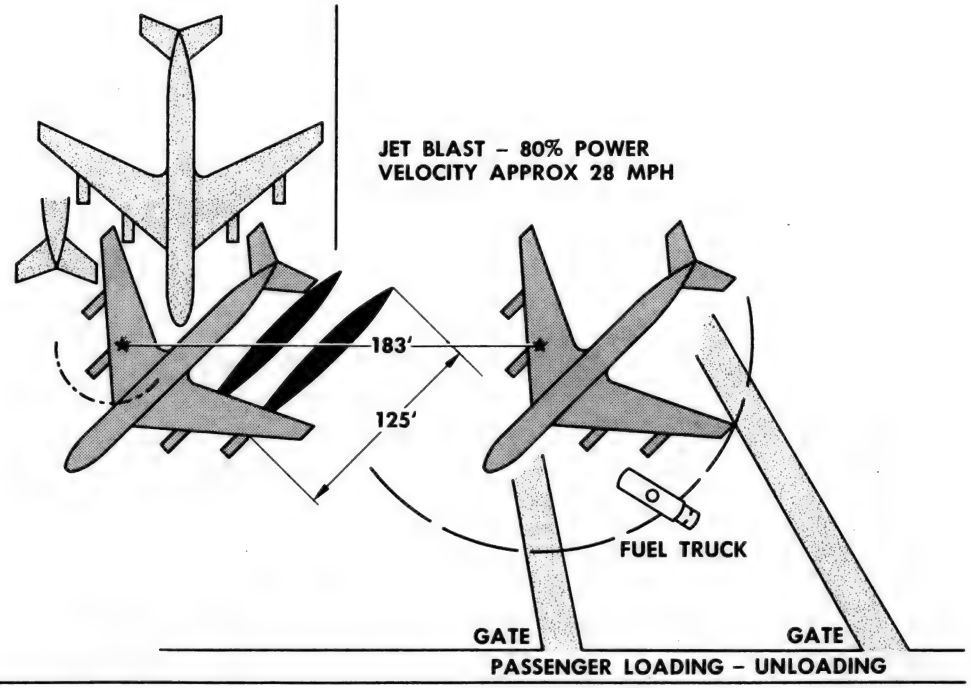


Stabilizer and Elevator Centerline Diagram
Figure 3

CANTED PARKING NOSE IN

ADVANTAGES:

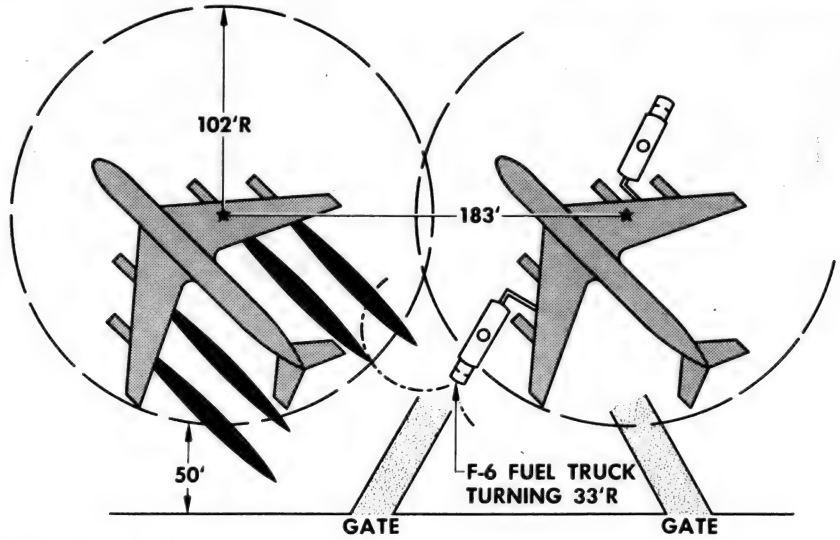
1 NO STARTING BLAST TO AFT AIRPLANES
2 PASSENGER LOADING FROM ONE GATE IF DESIRED
3 ADEQUATE AREA FOR REFUELING WITHOUT PASSENGER LOADING CONGESTION



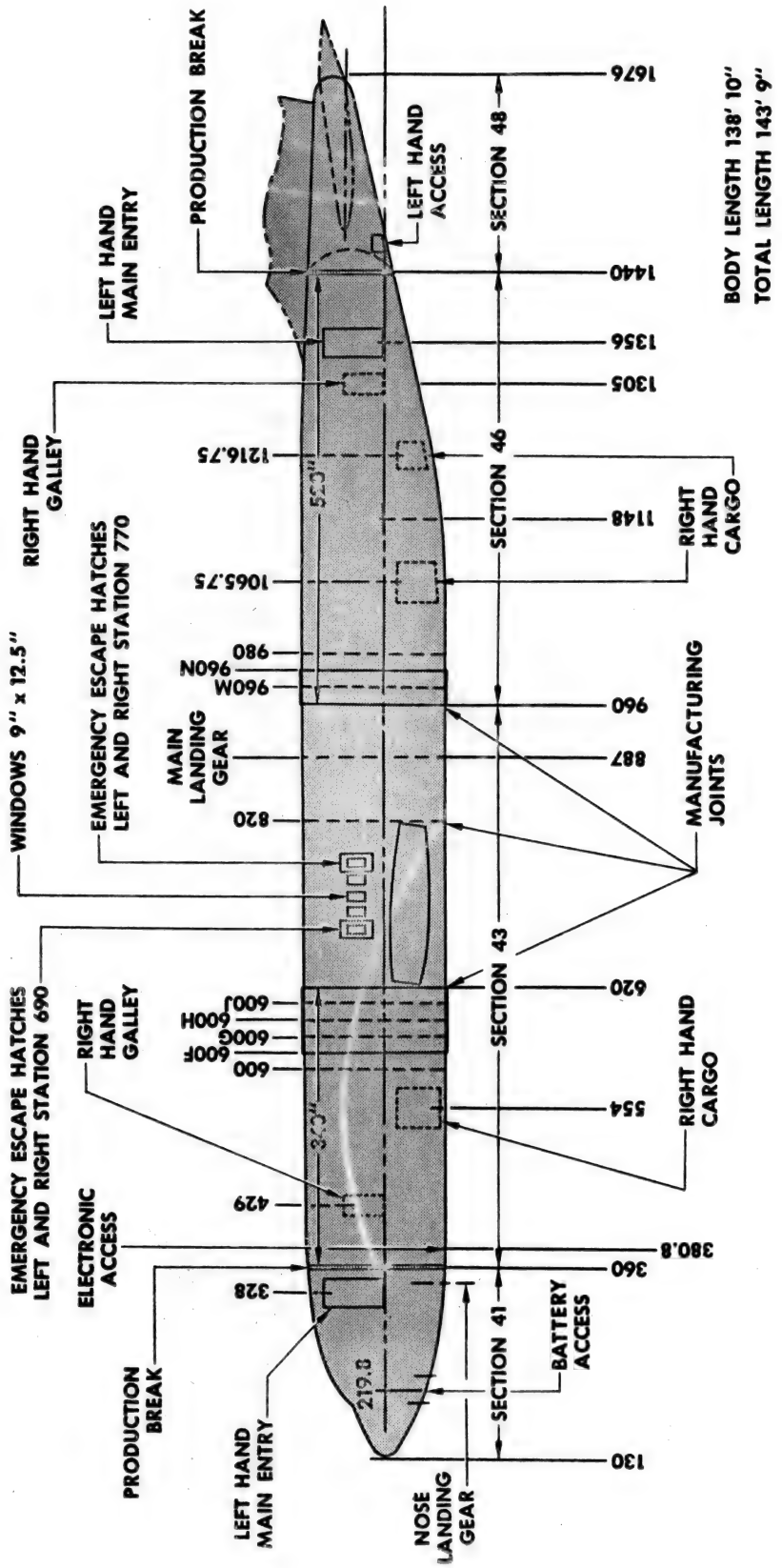
CANTED PARKING NOSE OUT

ADVANTAGES:

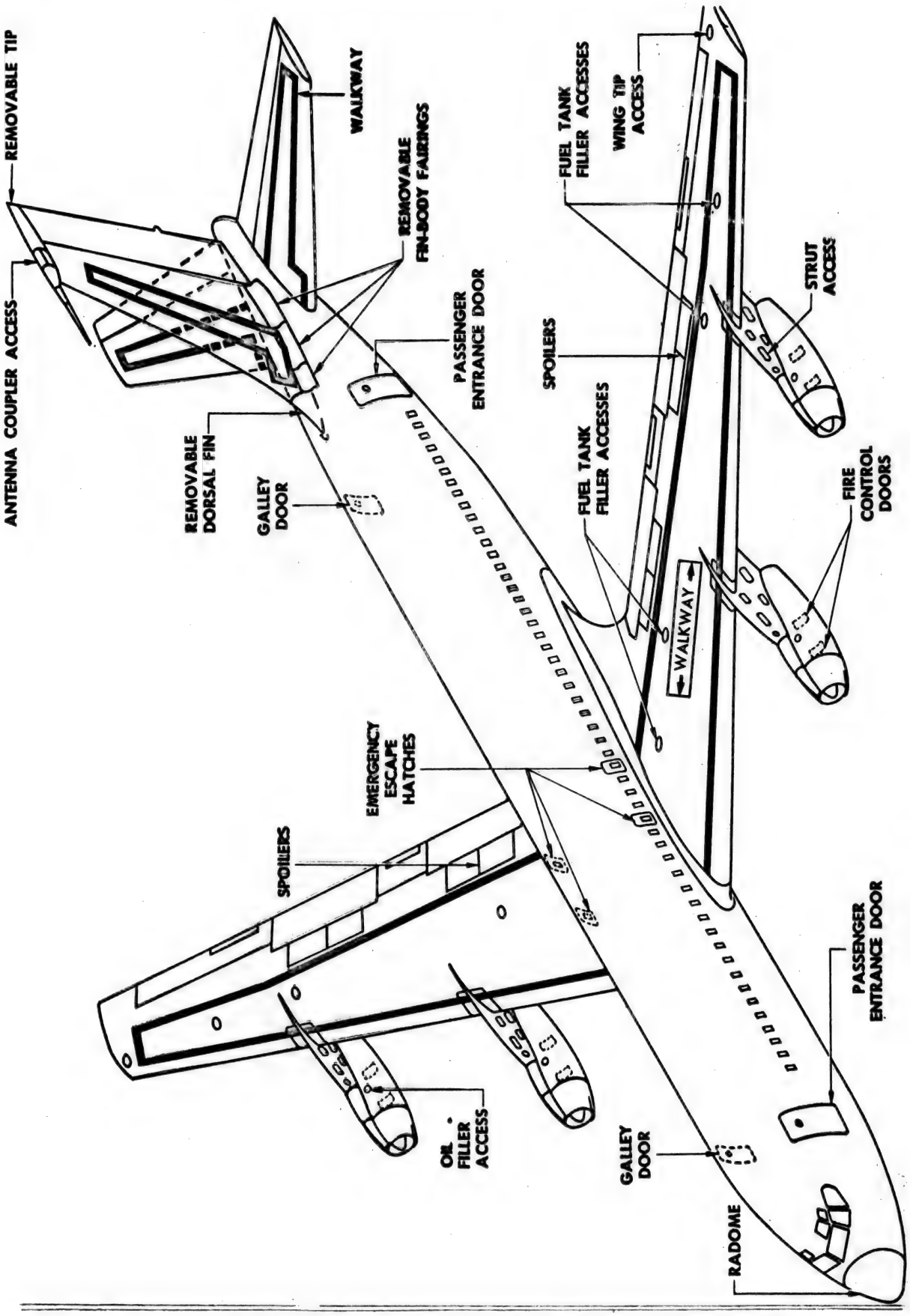
1 RAPID DEPARTURE
2 TAXI BLAST CONFINED TO RAMP AREA OF DEPARTING AIRPLANE ONLY



TYPICAL PARKING

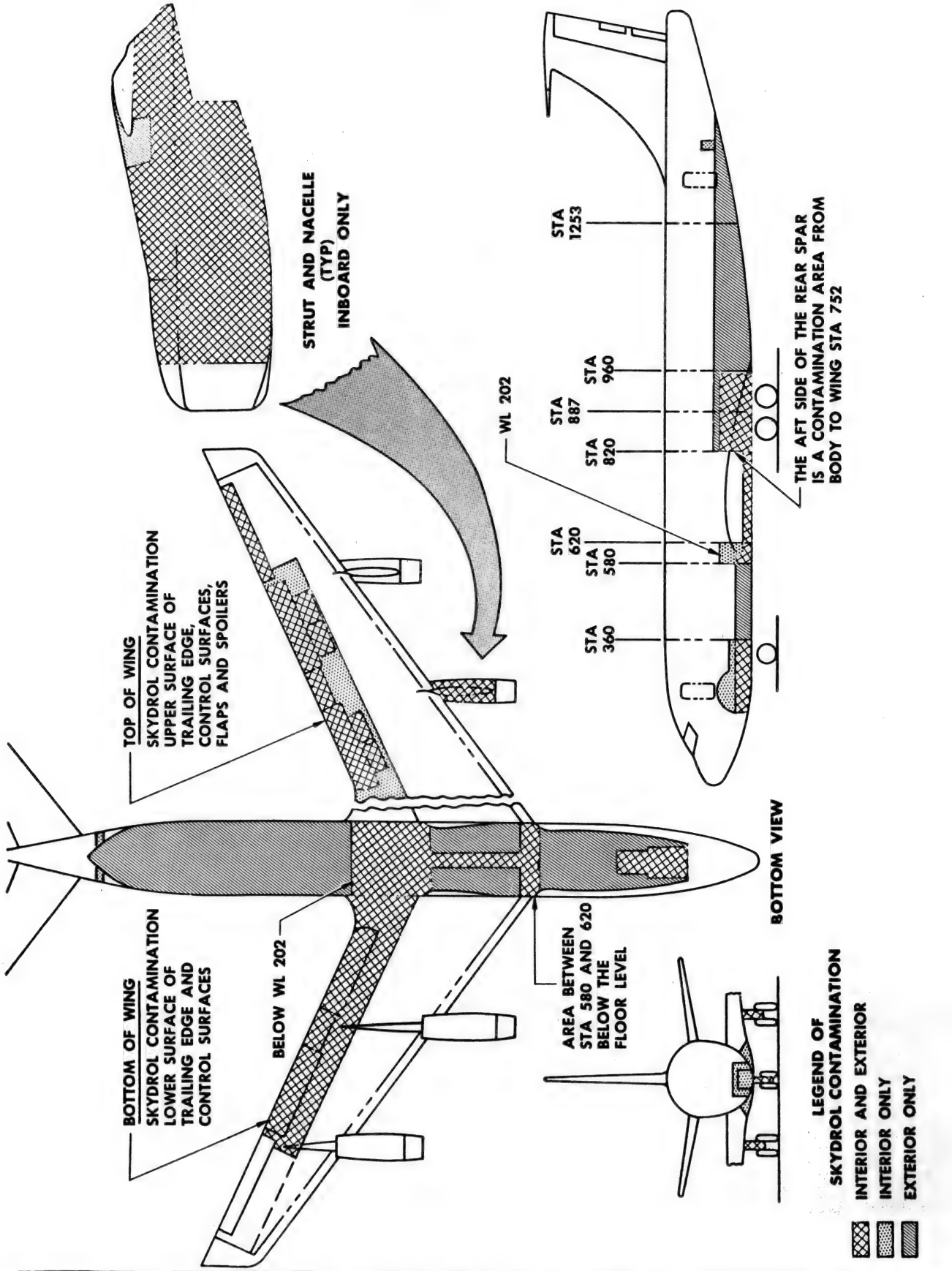


Windows, Doors and Body Length
Figure 201

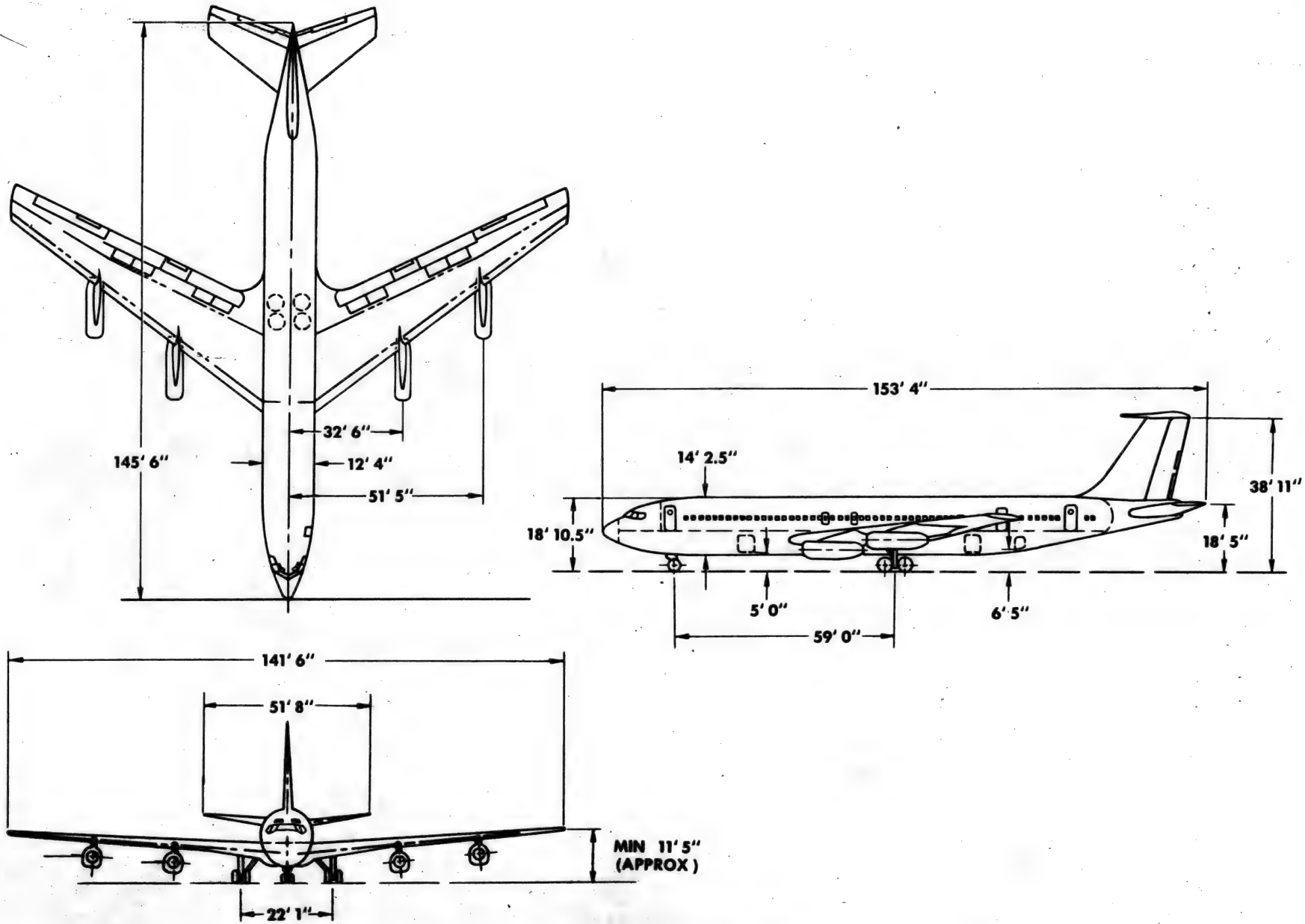


Walkways, Access Doors and Inspection Openings - Top View
Figure 202

END



Anticipated Skydrol Contamination Areas
Figure 201

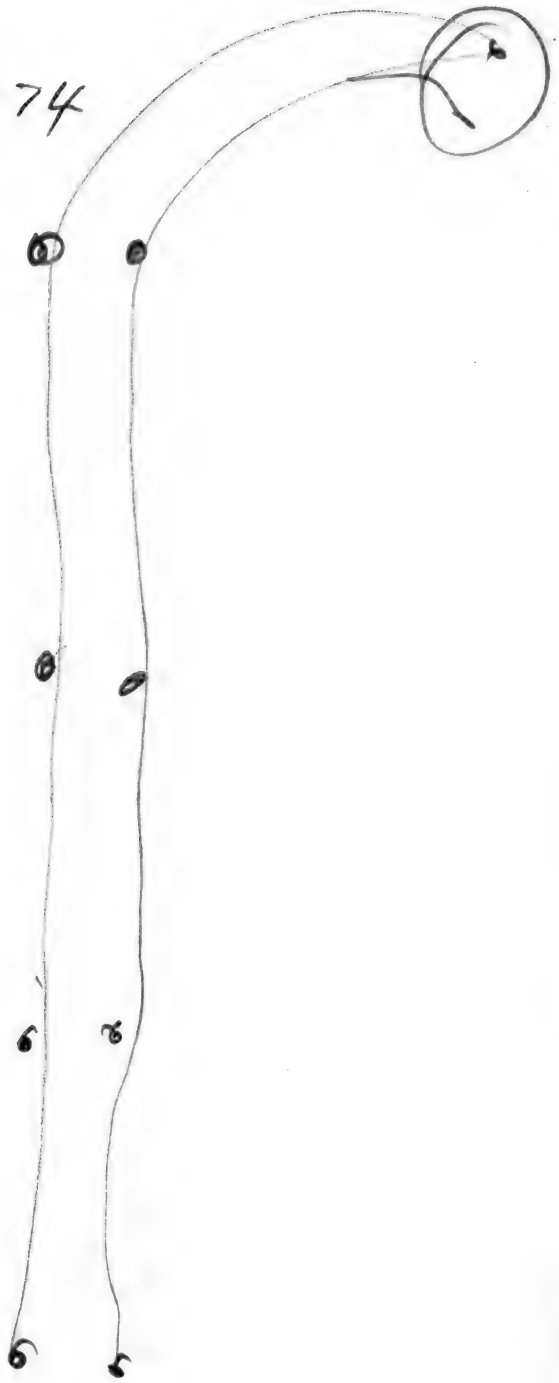


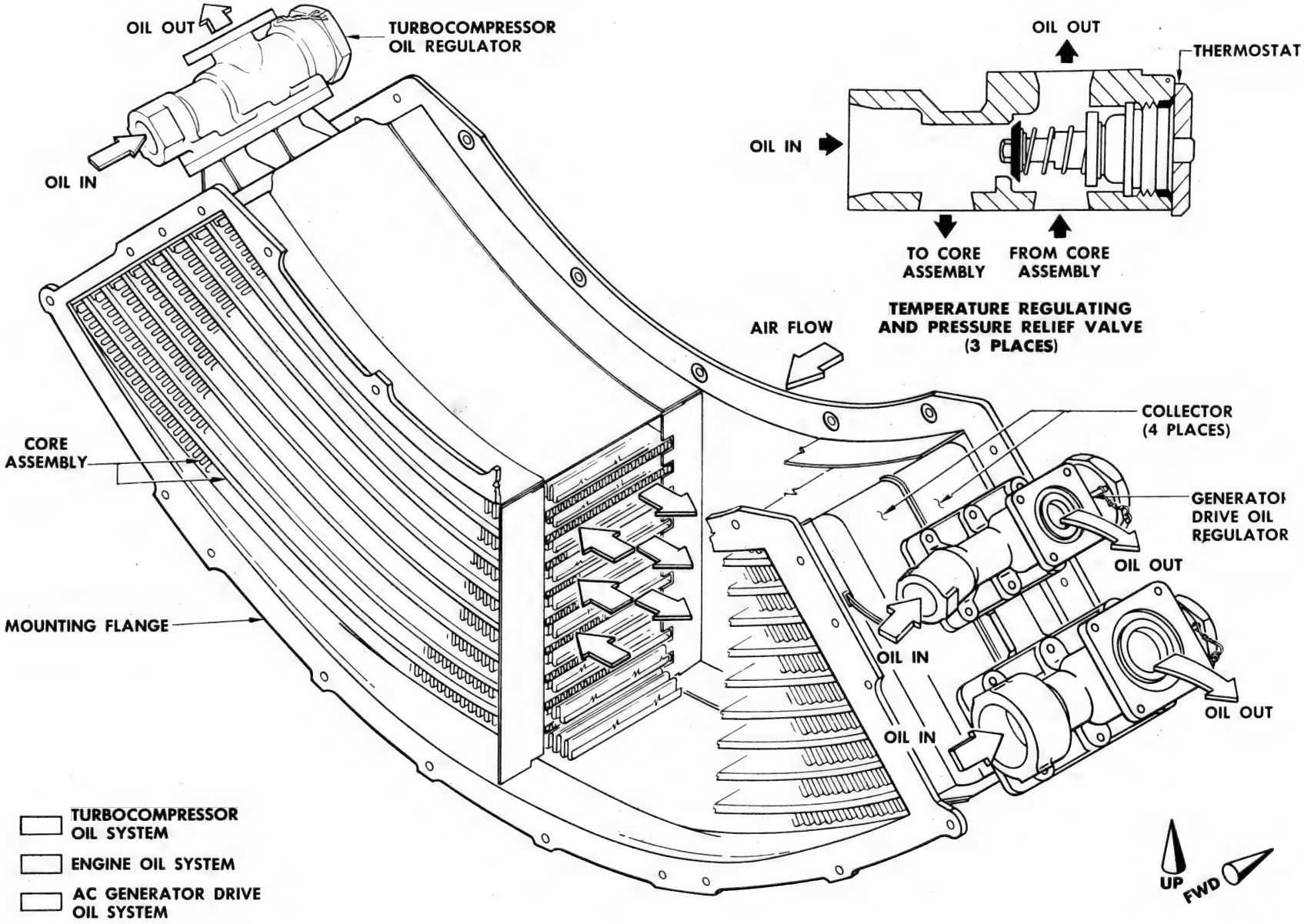
PRINCIPAL DIMENSIONS

FIG. 1

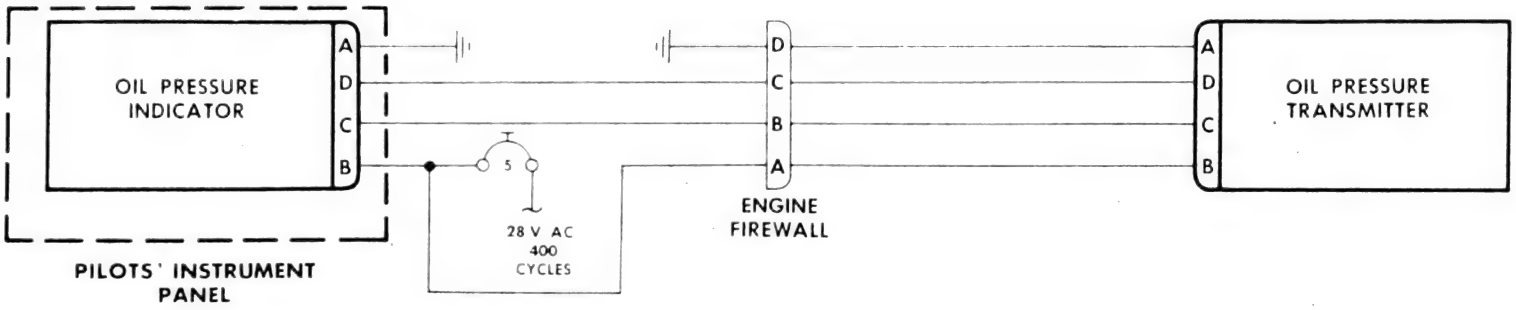
10.40 T 575 5P74

10.53 T425 5P21

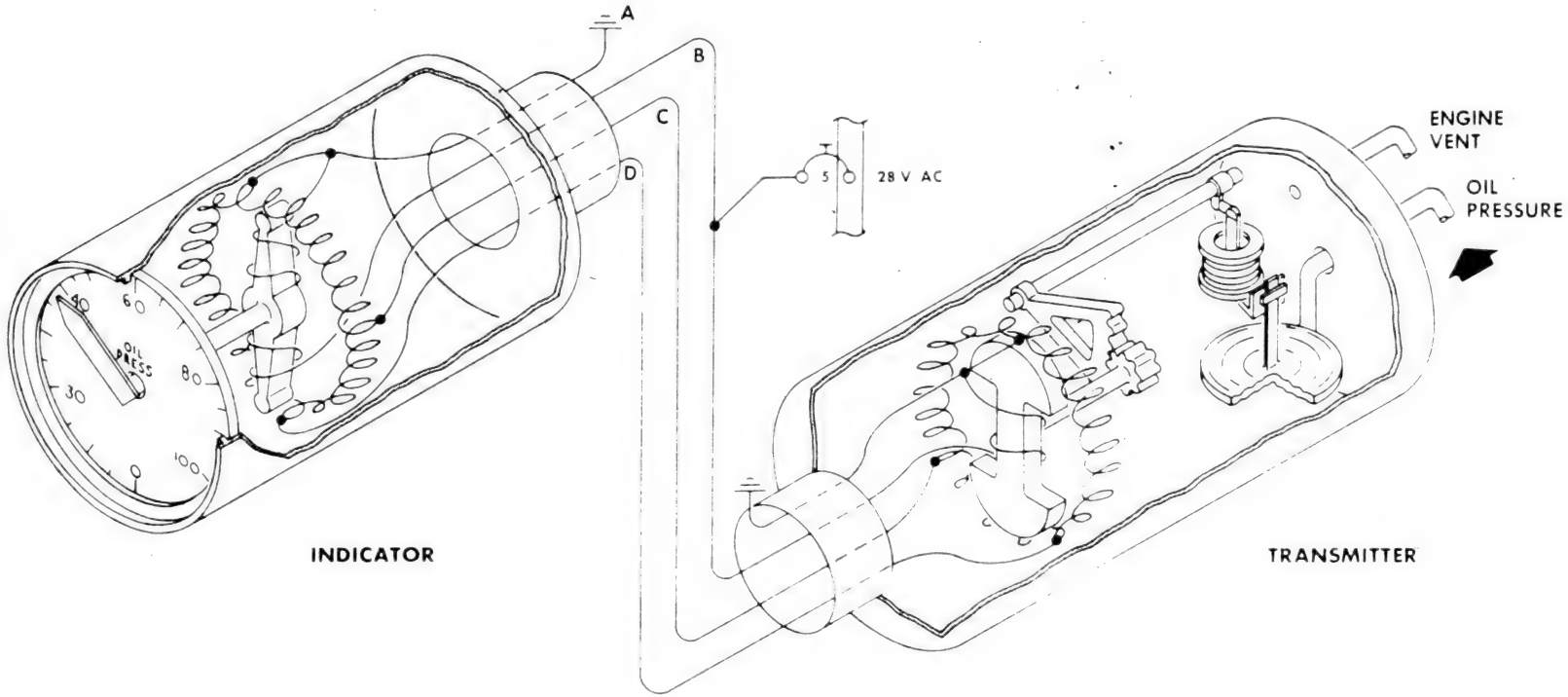




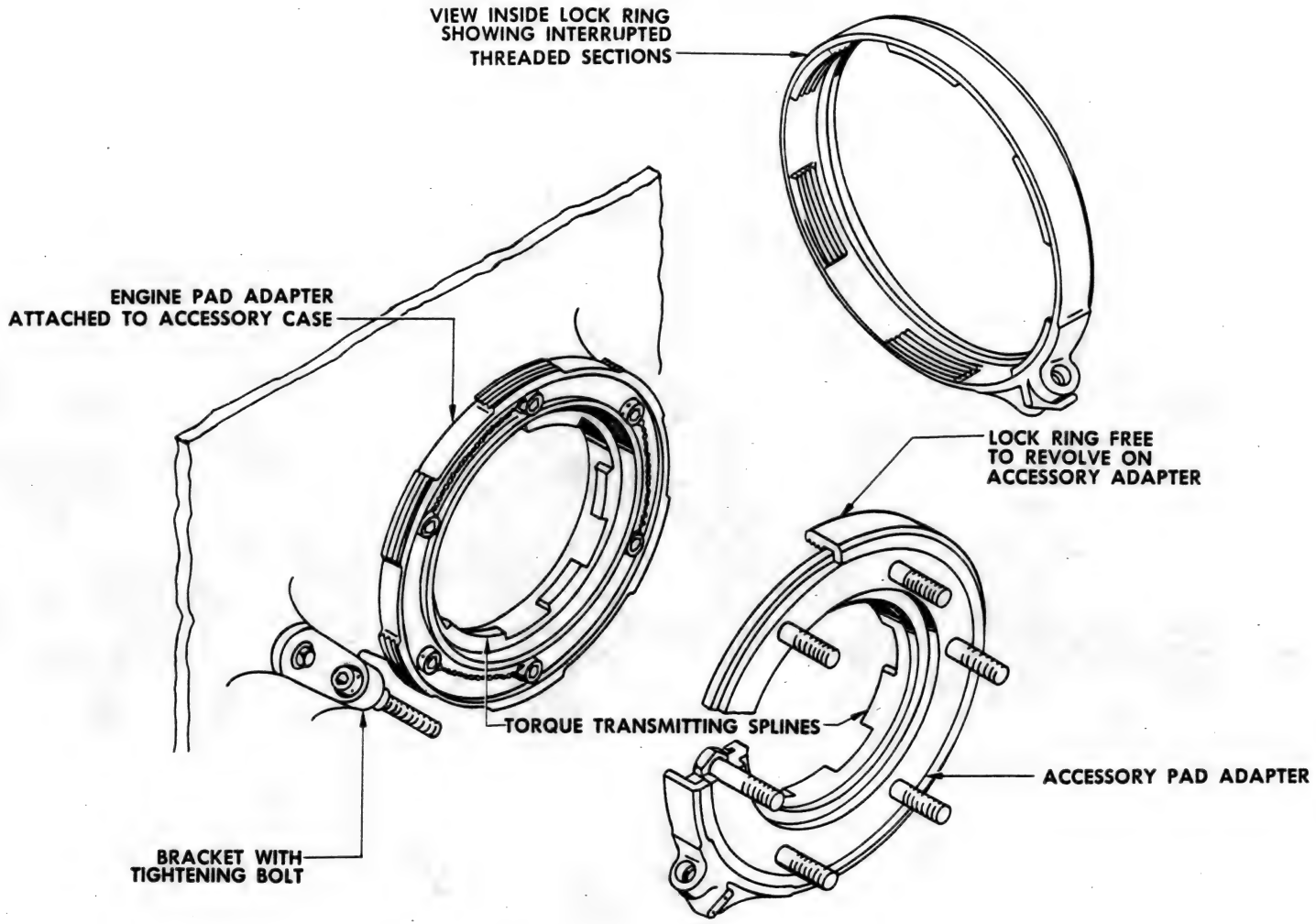
ENGINE OIL COOLER AND BYPASS VALVE ASSEMBLY

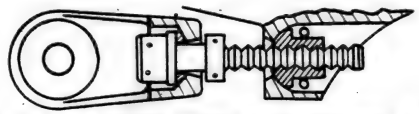


TYPICAL—ENGINES 1, 2, 3, 4



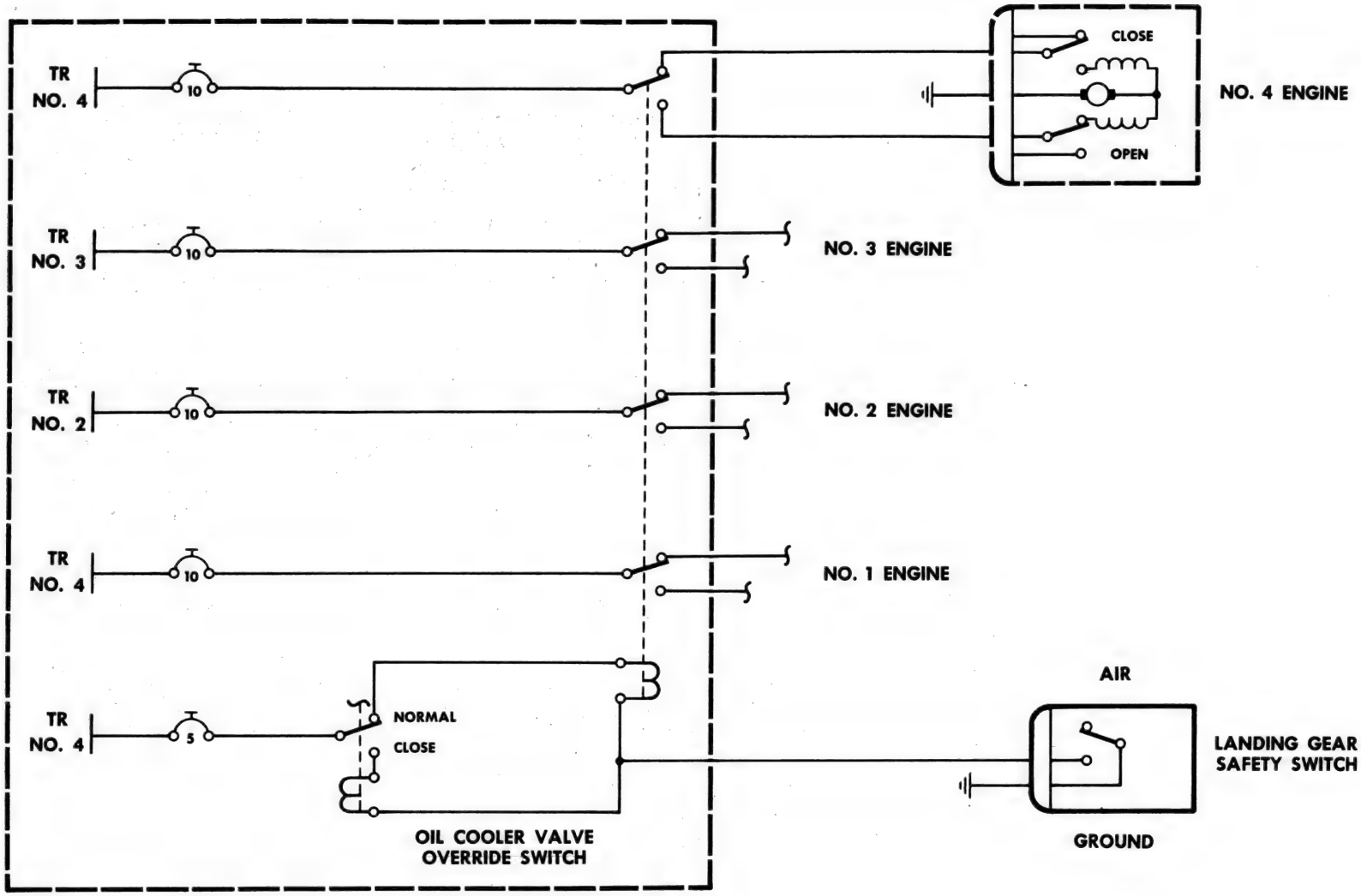
OIL PRESSURE INDICATING SYSTEM SCHEMATIC



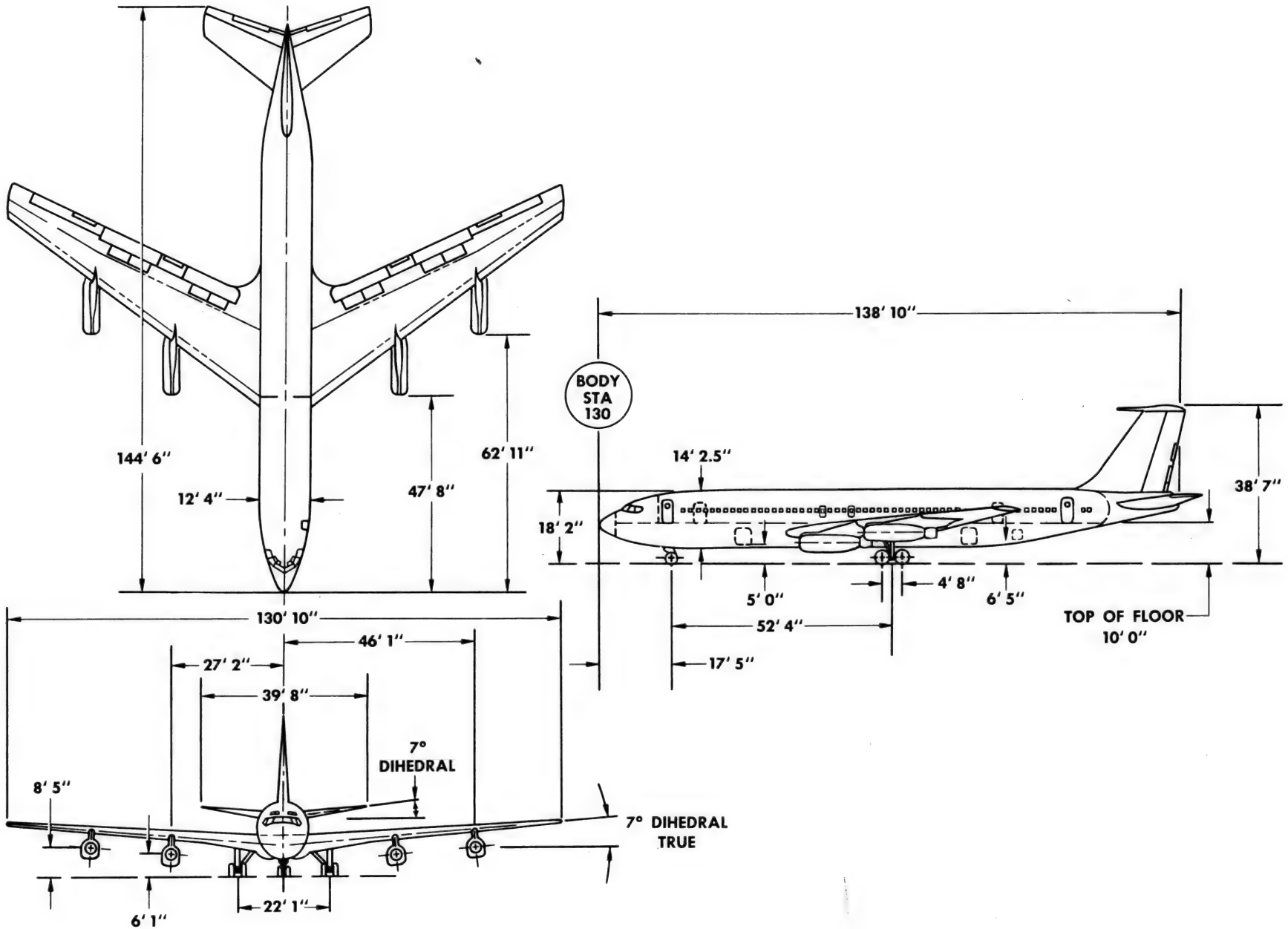


DETAIL OF BRACKET WITH TIGHTENING NUT BOLT

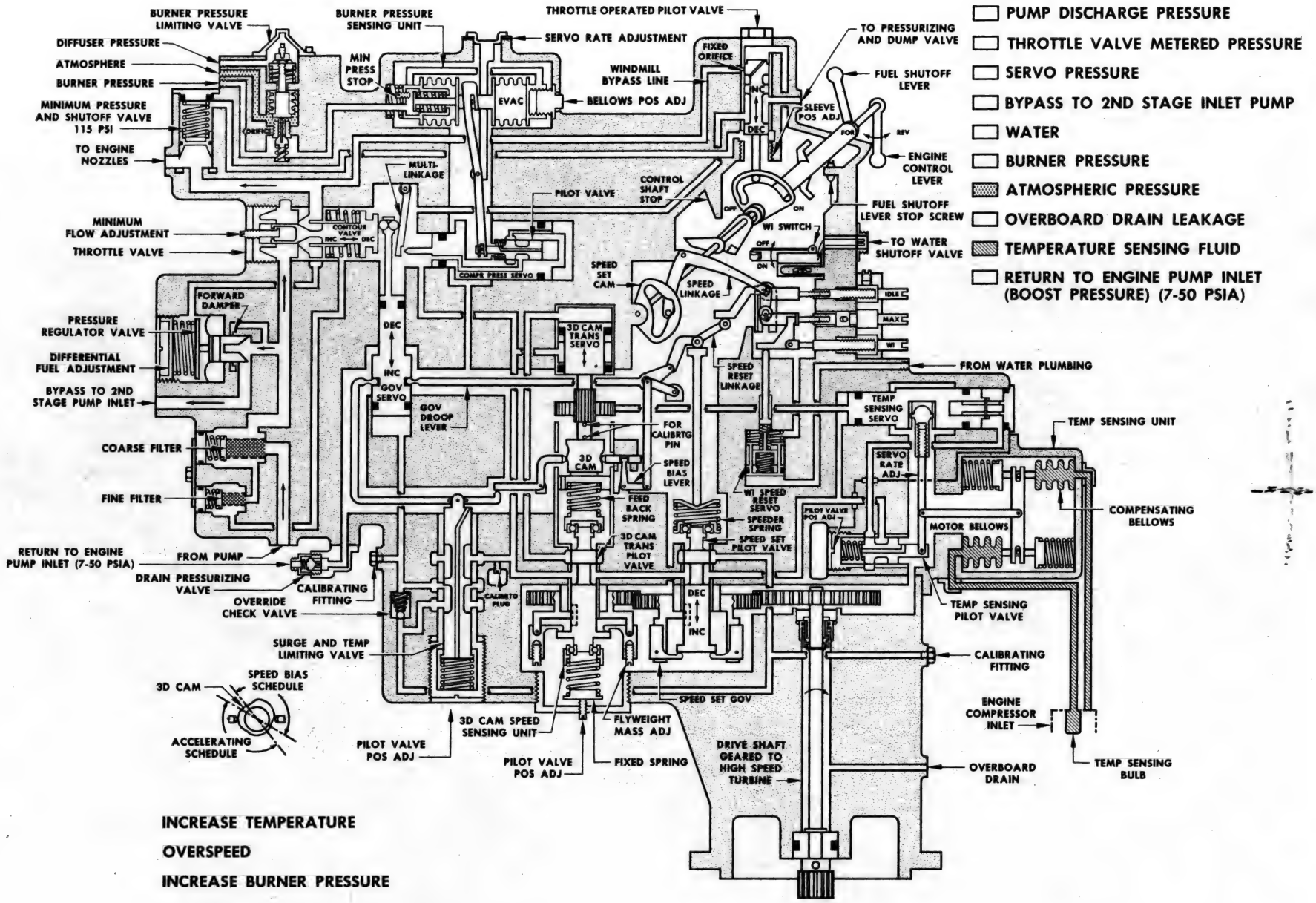
FUEL PUMP AND FUEL CONTROL QUICK-DISCONNECT



OIL COOLER EJECTOR VALVE OVERRIDE

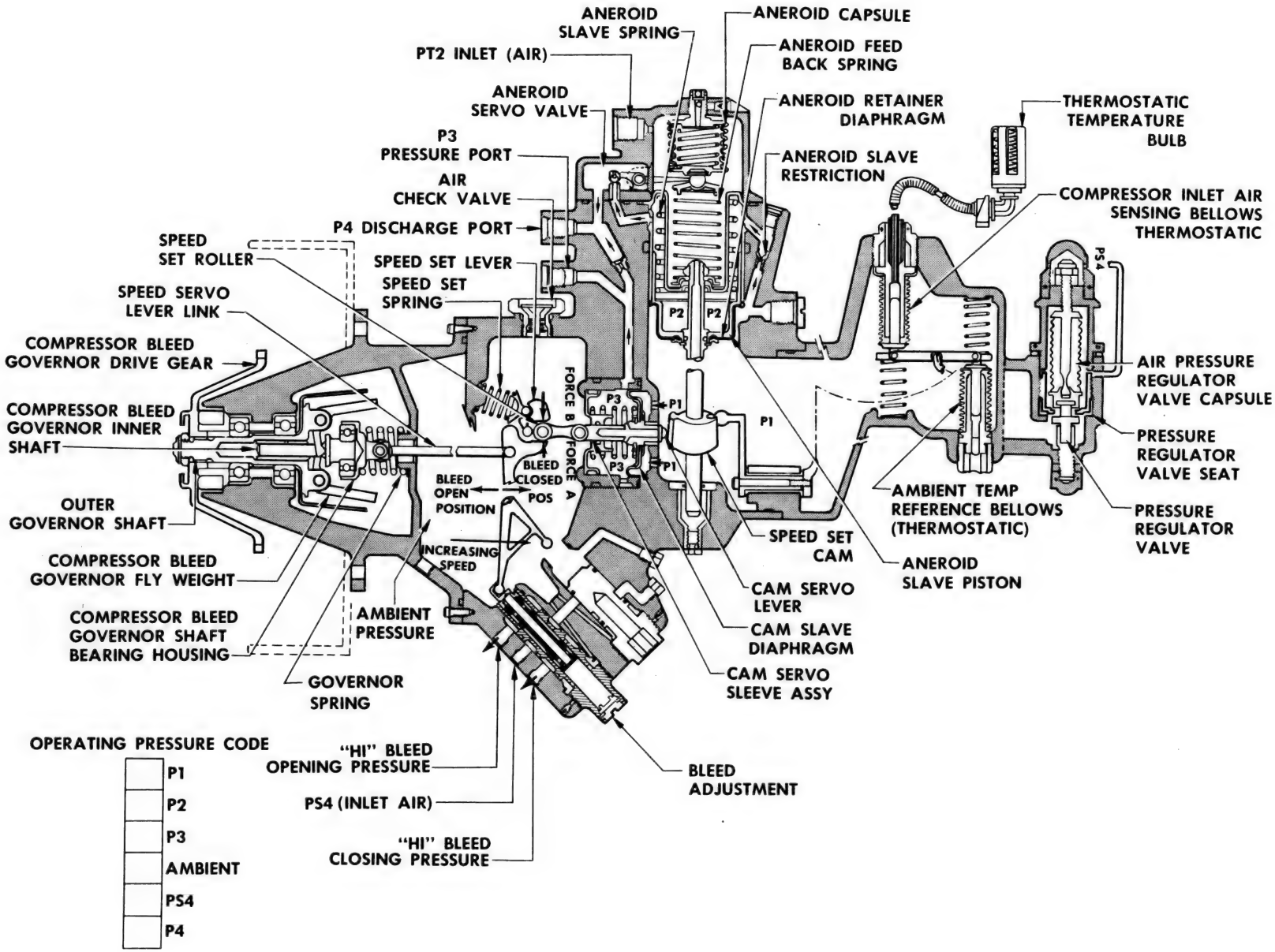


PRINCIPAL DIMENSIONS

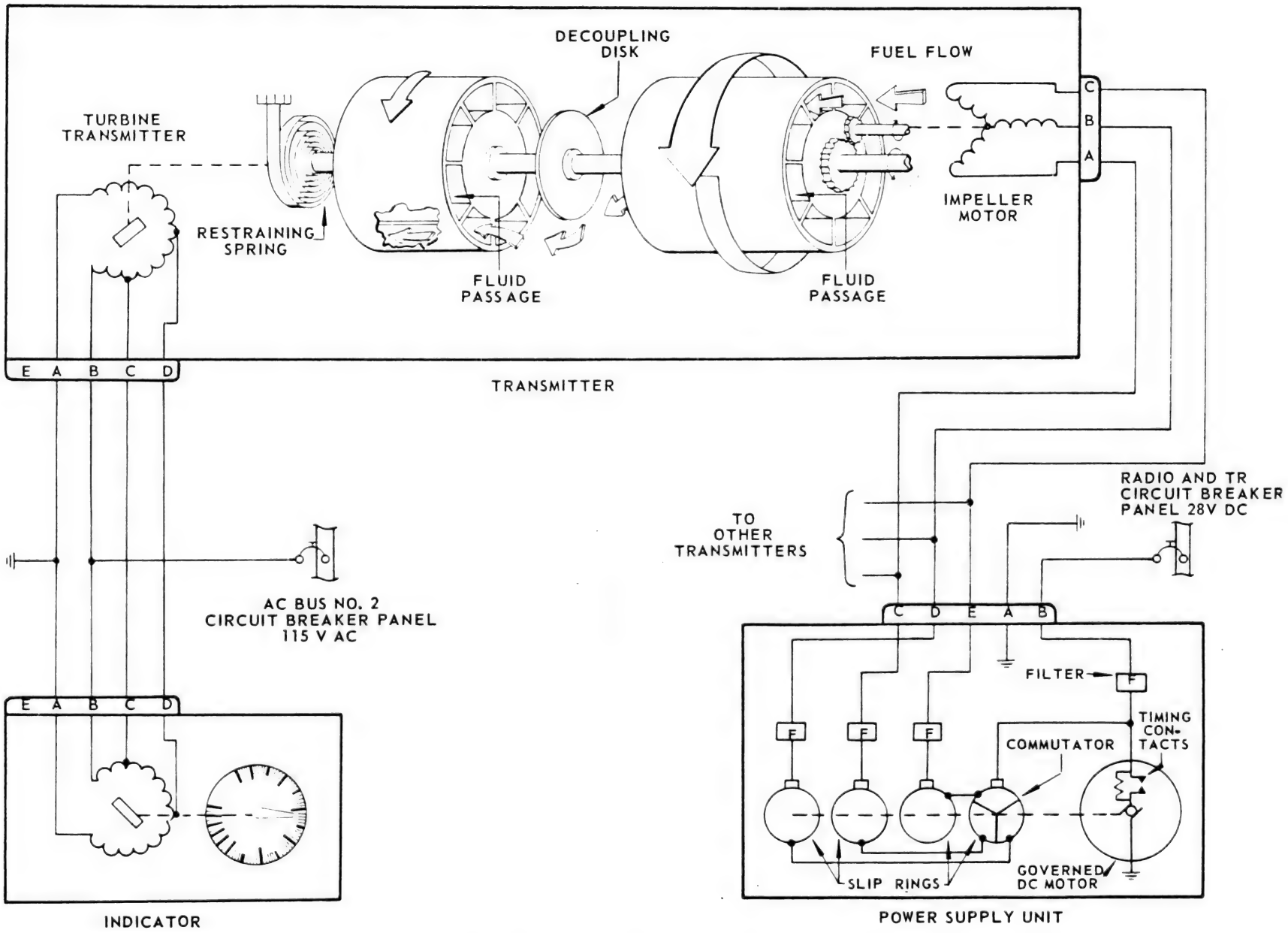


ENGINE FUEL CONTROL UNIT

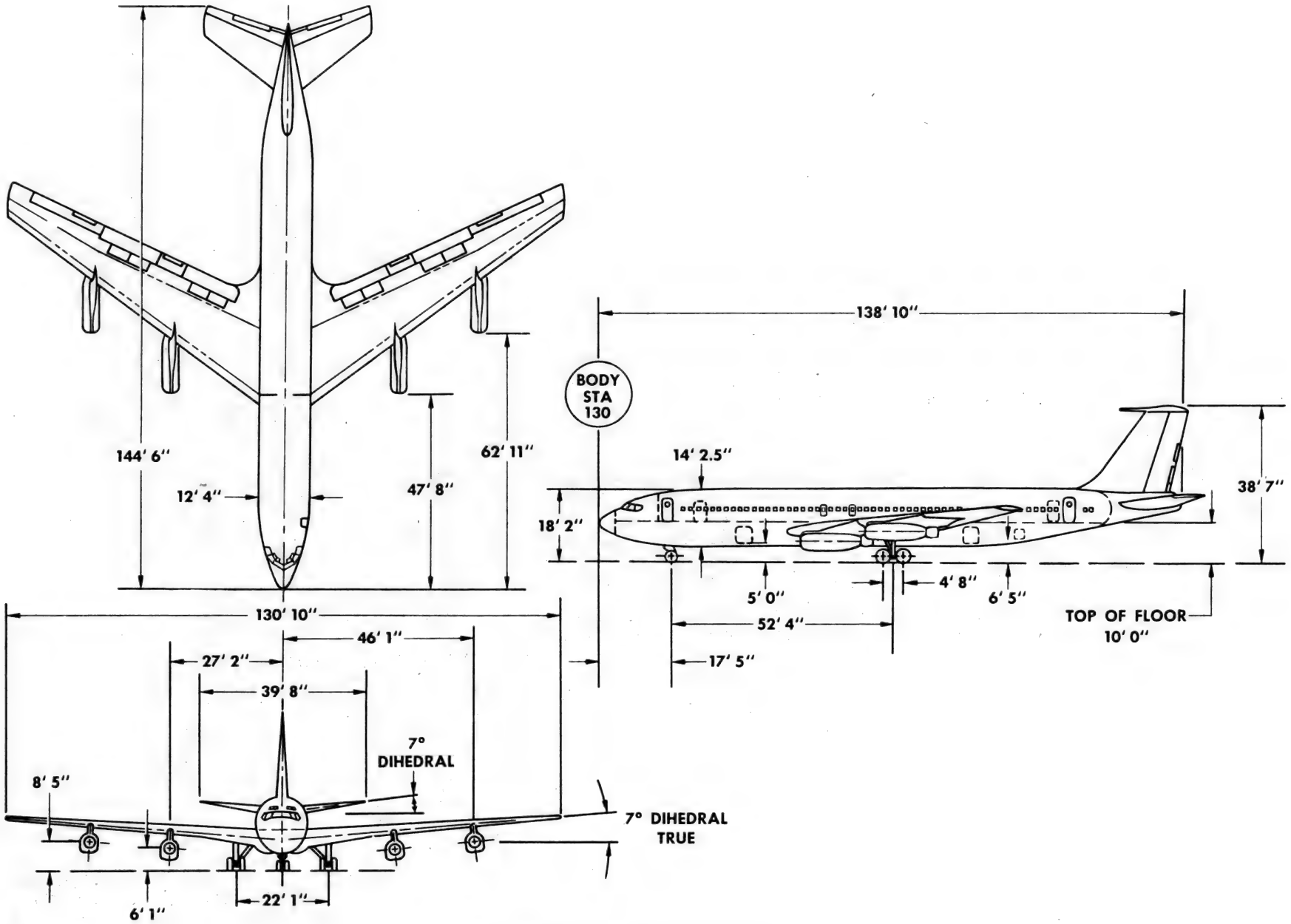
commercial Investment Trust, EL 5480 CIT



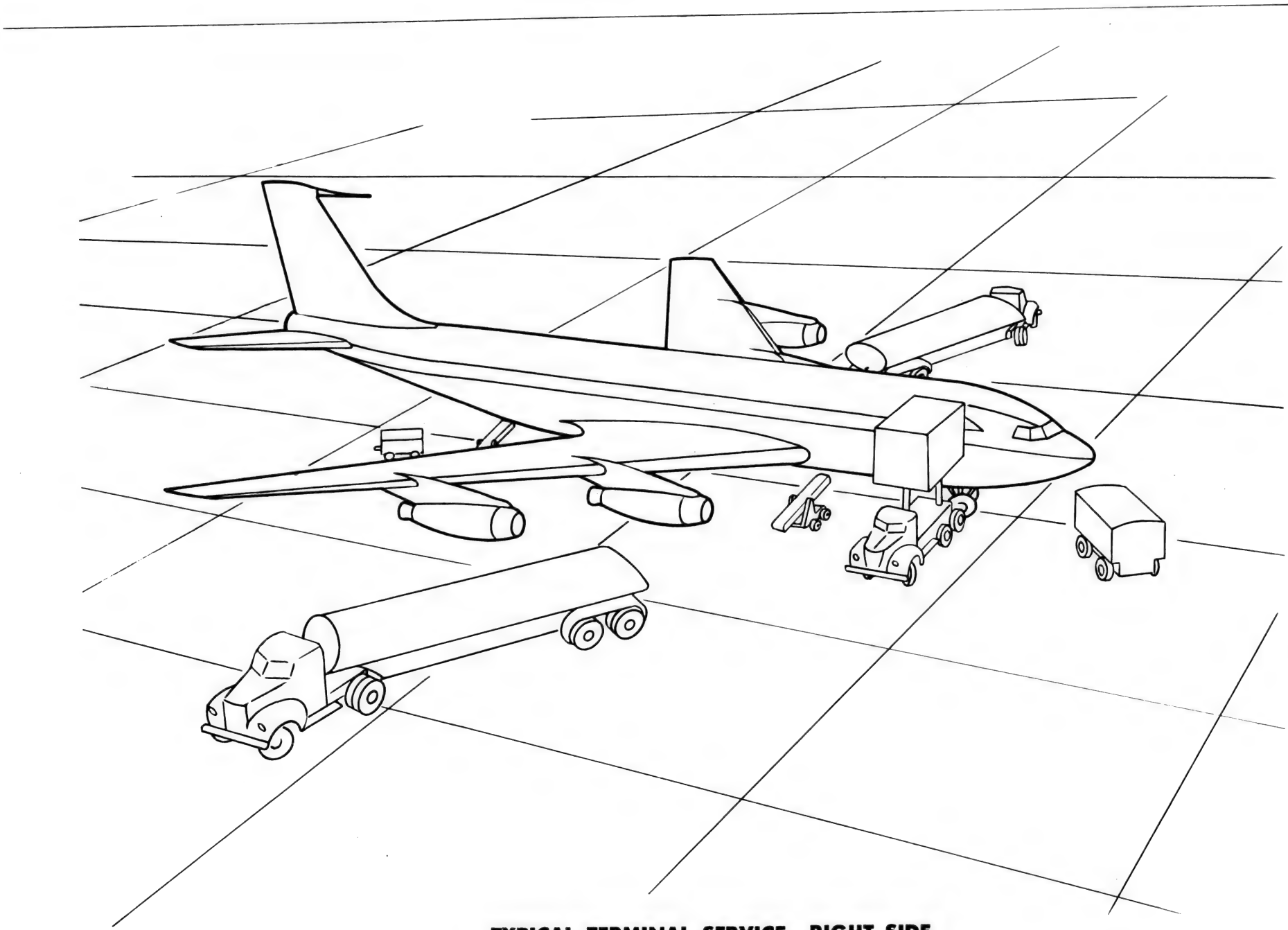
SURGE BLEED GOVERNOR



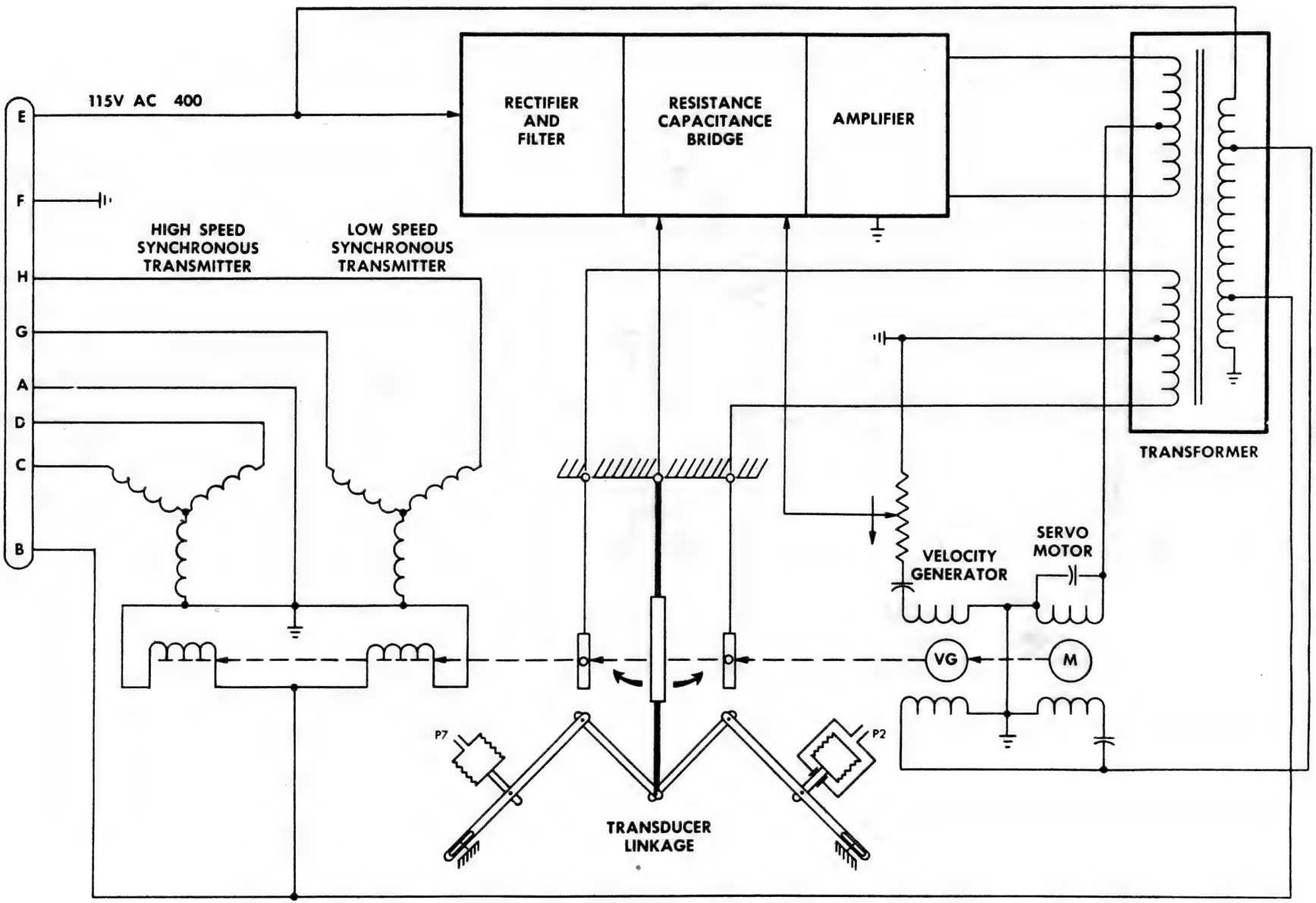
FUEL FLOW INDICATING SYSTEM SCHEMATIC



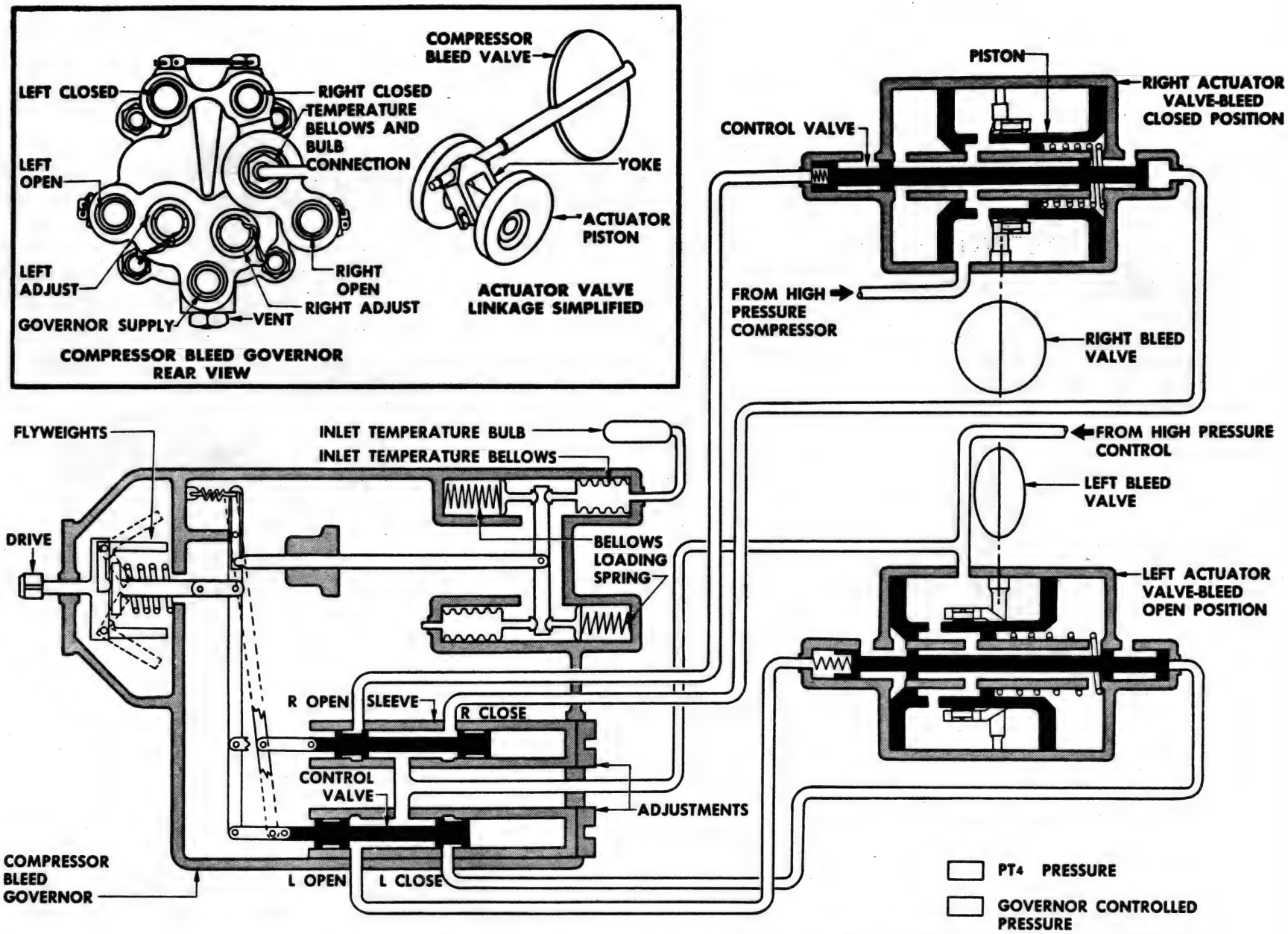
PRINCIPAL DIMENSIONS



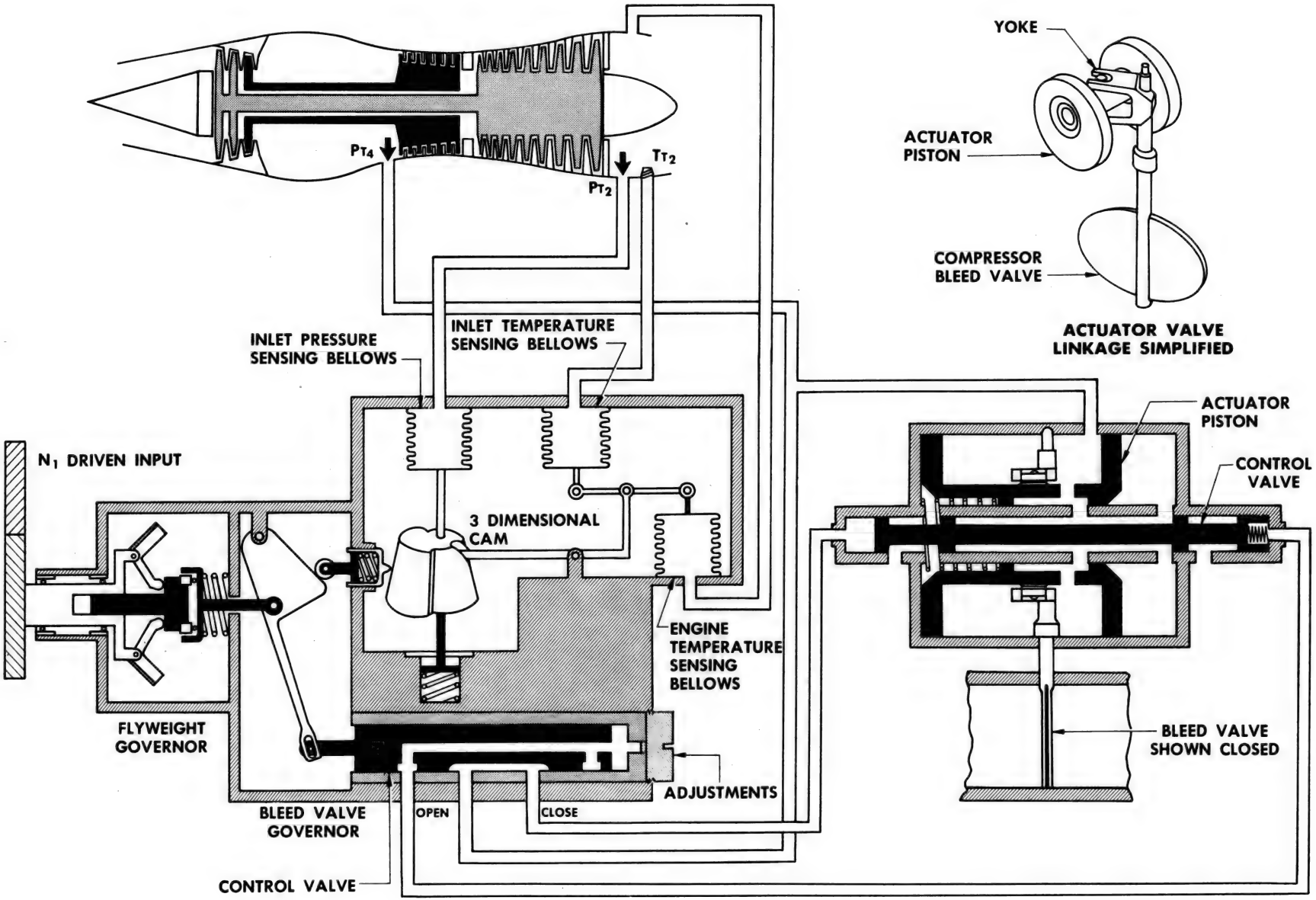
TYPICAL TERMINAL SERVICE—RIGHT SIDE



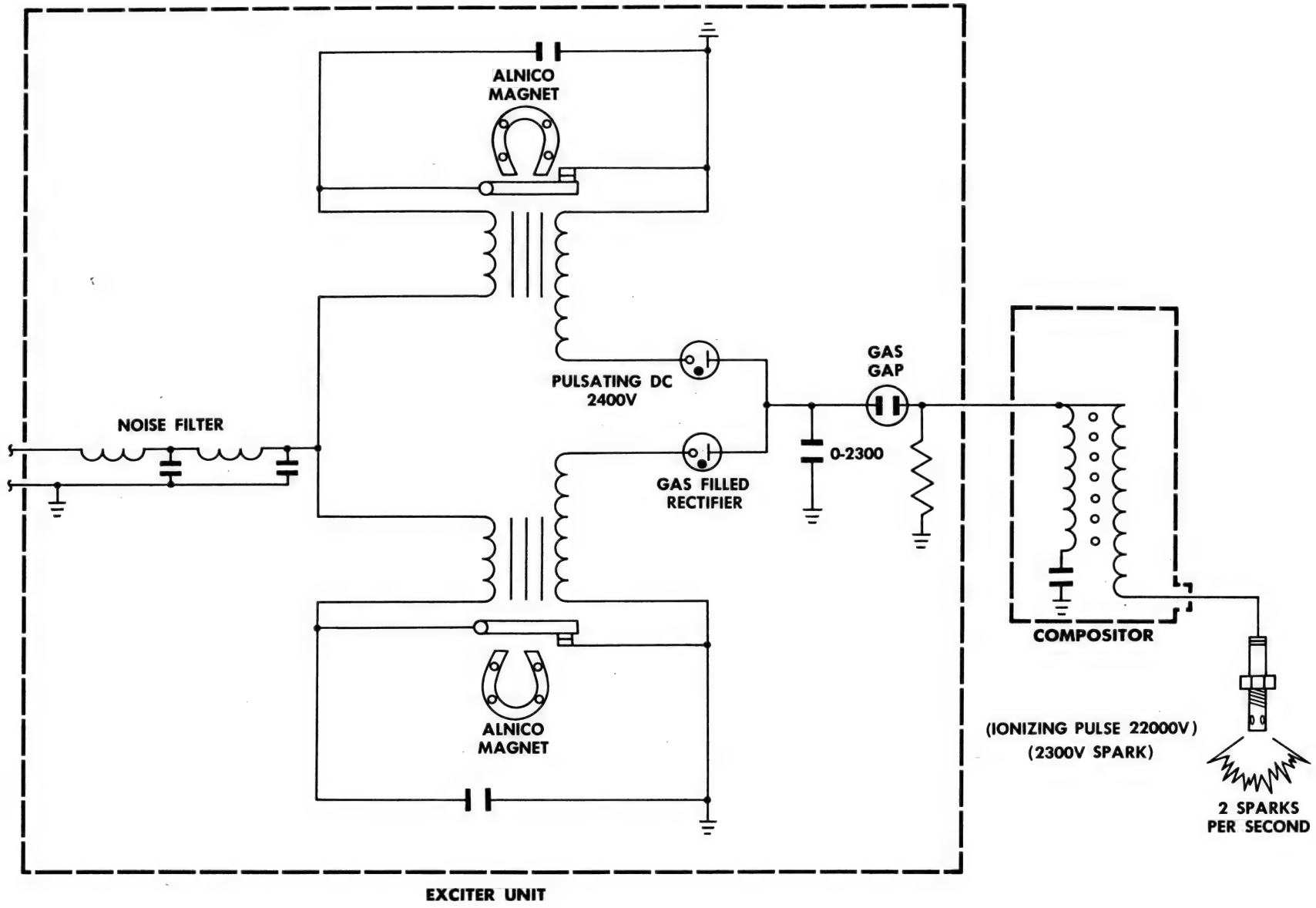
ENGINE PRESSURE RATIO TRANSDUCER OPERATIONAL SCHEMATIC



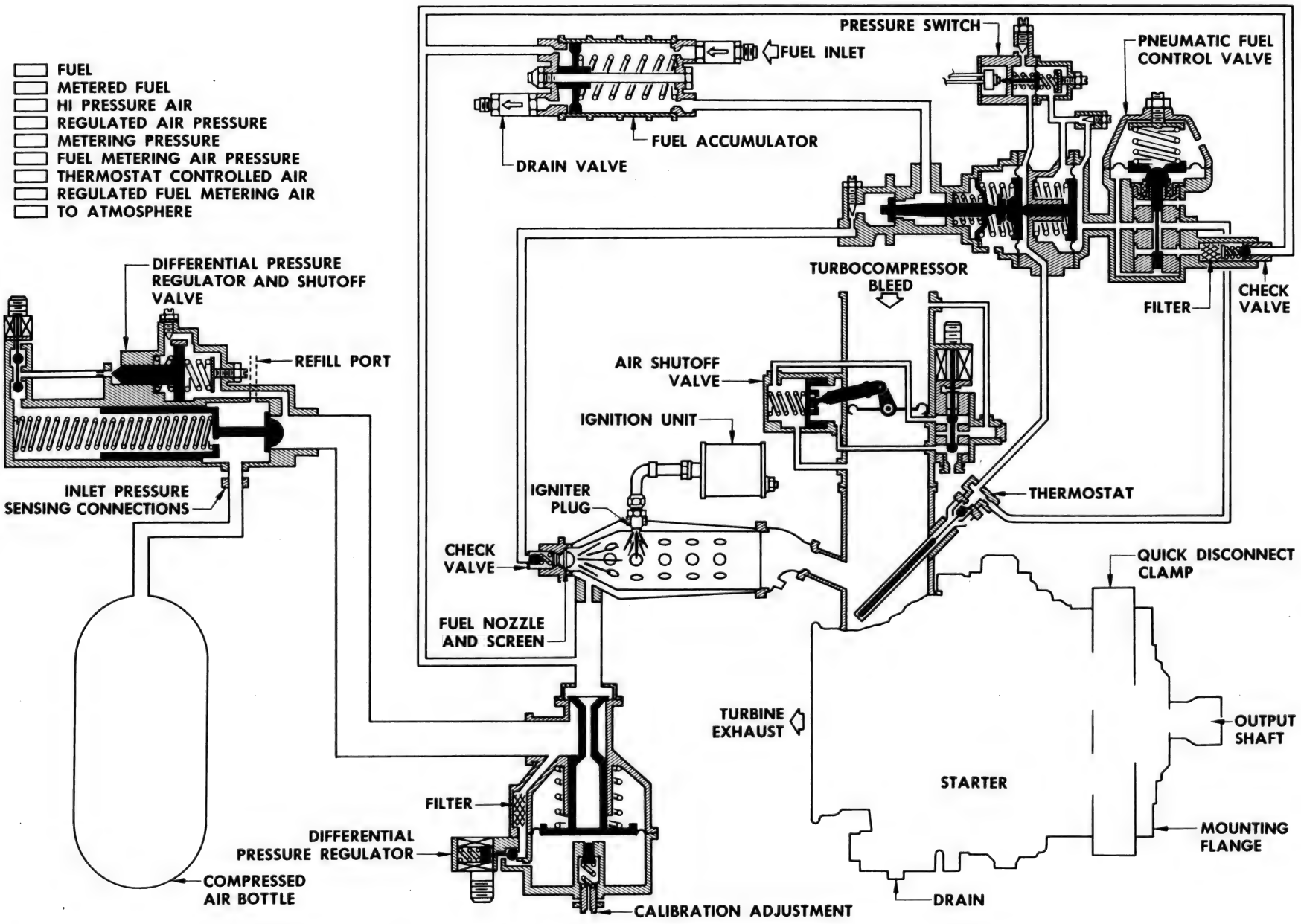
ENGINE COMPRESSOR SURGE CONTROL BLEED SYSTEM SCHEMATIC



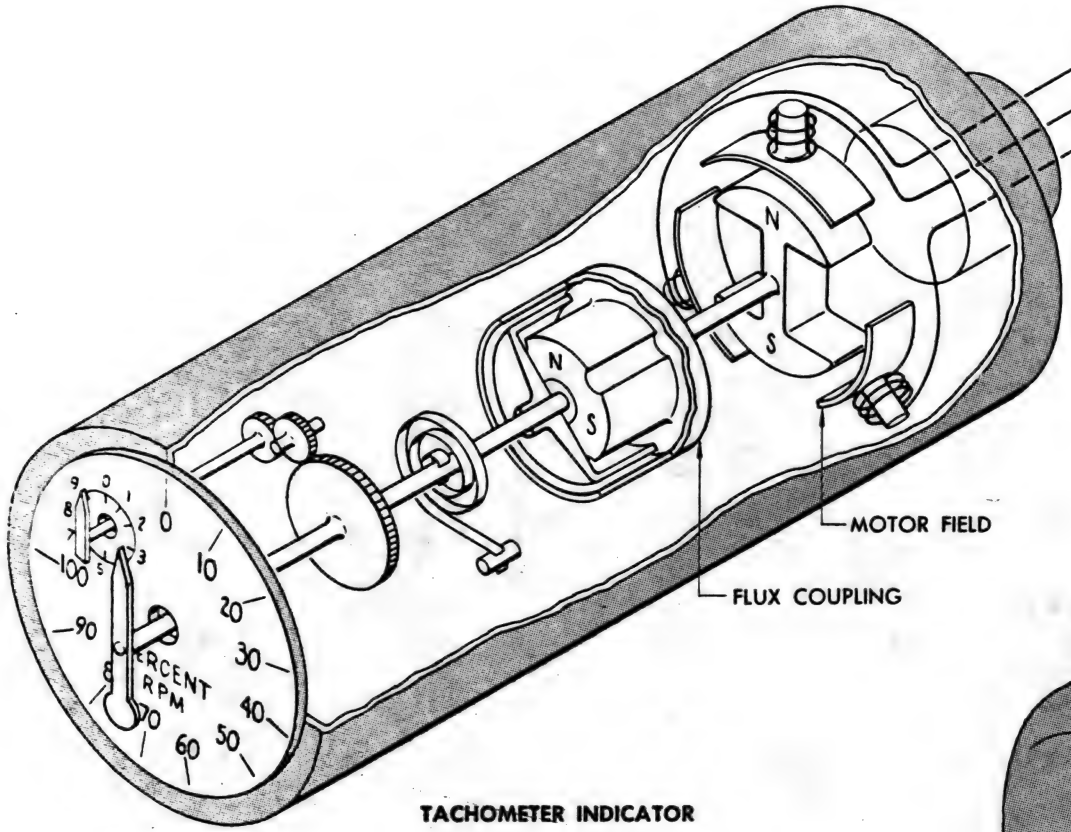
SURGE BLEED CONTROL



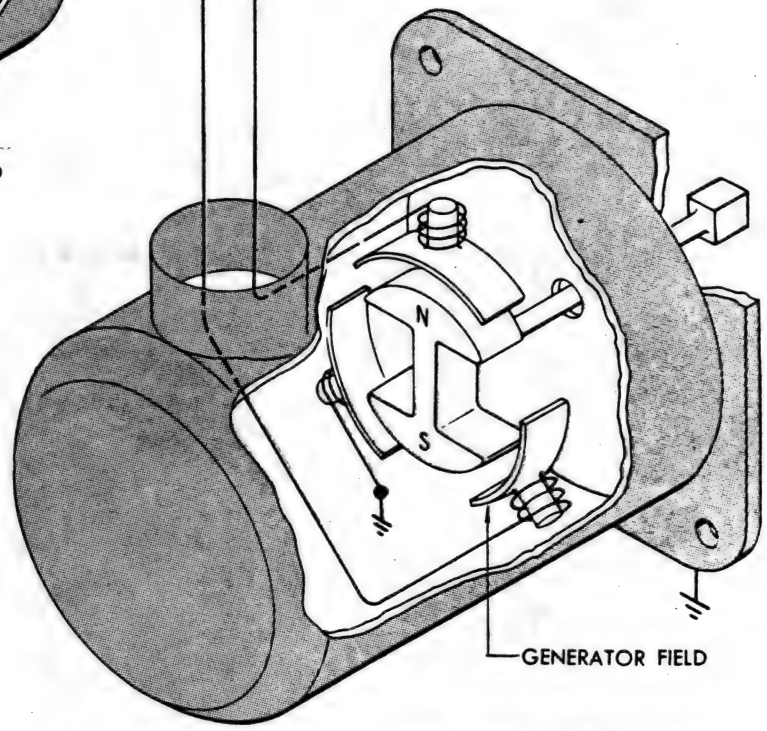
ENGINE IGNITION



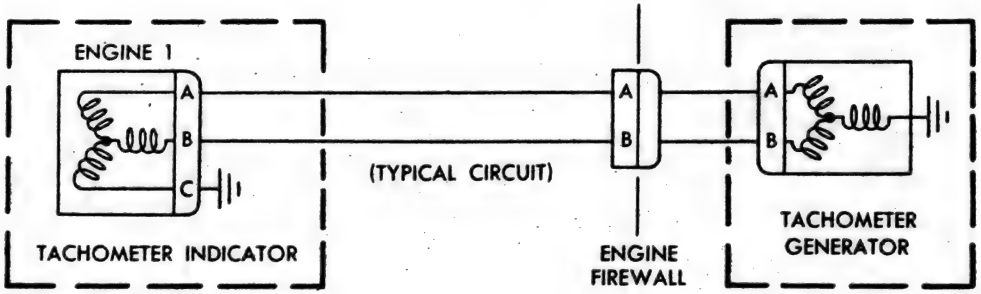
ENGINE PNEUMATIC STARTER CONTROL SYSTEM



TACHOMETER INDICATOR



TACHOMETER GENERATOR

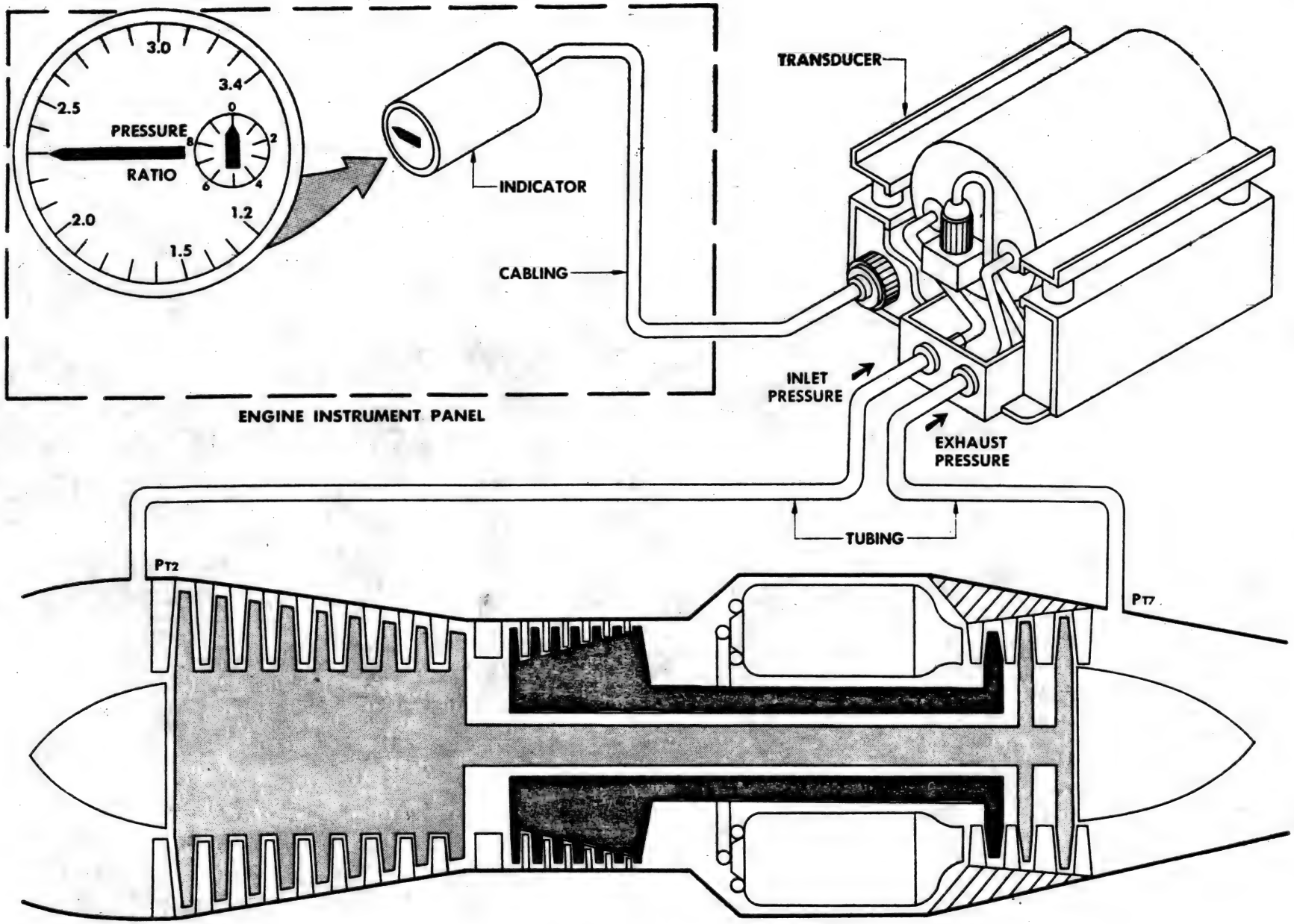


ENGINE INSTRUMENT PANEL

ENGINE 1

ENGINE SPEED INDICATING SYSTEM

10,32



ENGINE PRESSURE RATIO SYSTEM ARRANGEMENT

DISTRIBUTION
EP
RJS
KMB
EAR
PE
RMM
WEM
WB Dalrymple
GDM

WKB001

PP RUWKBF

DE RUWK

ZUI RUWKBF 19A ZDK WKA063

WKA063EUD175MC0222

PP RUWKBF

DE RBEGUP 027

P 221817Z

FM AFESO BAR EAST HARTFORD CONN

TO RJWFNH/COMDR SAAMA KELLY AFB TEX

INFO RJWFNK/COMDR OCAMA TINKER AFB OKLA

RJWXBR/COMDR SAC OFFUTT AFB NEBR

RUWKBF/AFPR BAC SEATTL WASH

RJEDSQ/COMDR AMC WPAFB OHIO

RJEDSQ/COMDR WADC WPAFB OHIO

RJEBKG/AFPR BAC WICHITA KAN

RBEGTDS/HAMILTON STANDARD WINDSOR LOCKS CONN

NAVY GRNC

BT

UNCLAS FROM SANEK-1-88-E FOR SANETA OCAMA/OCNUTA SAC/DM4C AMC/MCMT WADC/WCLP X SUBJECT: REVISED MINIMUM FLOW SETTING JFC-12 FUEL CONTROL, J-57-43W ENGINES X FOLLOWING PWA MSG IS QUOTED FOR YOUR INFO X QUOTE. AS THE RESULT OF RECENT INSTANCES OF FLAME OUT OF J57-43W ENGINES INSTALLED IN KC-135 ACFT ATTRIBUTED TO FROSTING OF THE METERING VALVE, THIS CONTRACTOR IS PROCESSING A CLASS II ENGINEERING CHANGE IN DESIGN 92150 TO INCRASE MINIMUM FUEL FLOW APPROXIMATELY 200PPH. IT HAS BEEN DETERMINED THAT THIS INCREASE IN MINIMUM FLOW CAN

BE EFFECTED IMMEDIATELY BY ADJUSTING THE MINIMUM FLOW STOP ON INSTALLED JFC-11 FUEL CONTROLS USING THE FOLLOWING PROCEDURE. 1. LOCATE THE THROTTLE VALVE SLEEVE JUST AFT OF THE INLET AND

A pumps
B light

BY-PASS PORTS WHEN THE CONTROL IS MOUNTED ON THE ENGINE. 2. LOCATE THE MINIMUM FLOW ADJUSTMENT IN THE CENTER OF THE THROTTLE VALVE SLEEV. THIS ADJUSTMENT IS FITTED WITH AN ALLEN SOCKET AND HAS ELEVEN NOTCHES. NOTE: DO NOT DISTURB THE LOCKING PLATE ON THE OUTER PERIPHERY OF THE THROTTLE VALVE SLEEVE. 3. MARK THE SLOT ON THE THROTTLE VALVE CASTELLATED NOTCH IN WHICH THE LOCK RING IS INSTALLED. REMOVE THE LOCK RING FROM ITS SLOT AND THUS FROM ITS NOTHC IN THE MINIMUM FLOW STOP. 4. USING A SUITABLE ALLEN WRENCH, ROTATE THE MINIMUM FLOW STOP COUNTERCLOCKWISE UNTIL THE NEXT NOTCH ON THE MINIMUM FLOW STOP LINES UP WITH THE MARKEDSLOT OF THE CASTELLATED NOTCH ON THE THROTTLE VALVE SLEEVE. 5. REPLACE THE LOCKING RING IN THE SAME MARKED SLOT FROM WHICH IT WAS REMOVED. THIS ADJUSTMENT ROTATES THE MINIMUM FLOW STOP APPROXIMATELY 33 DEGREES COUNTERCLOCKWISE AND INCREASES MINIMUM FUEL FLOW 2ØØ PLUS OR MINUS 15 PPH. 6. AFTER INCORPORATING THE FOREGOING ADJUSTMENT, PAINT A 1/4 INCH WHITE DOTE ON THE FACE OF THE THROTTLE VALVE SLEEVE AND REIDENTIFY THE P OL 524950 CONTROL AS L-4 AND THE P/L 501157 CONTROL AS L-17. UNQUOTE. OCAMA TCTO 1C-135(KA)765 COVVERS THIS CHANGE PER AGREEMENTS AT WADC PROPULSION LAB MEETING 15- 16 JAN 59 PWA EC 92150 IS ASSIGNED THIS CHANGE X OUR REP AND PWA DID NOT AGREE IT WAS NECESSARY TO RUN ENGINE OR USE ACFT FLOW METER TO DETERMIN IF 2ØØ LB INCREASE WAS BEING OBTAINED BY ADJUSTMENT X FLOW METER

for -43WB engines
for -43W&WA engines

INCREMENT BREAKDOWN NOT ADEQUATE FOR REFINED READING. REQUEST RUNNING OF ENGINE/USE OF FLOW METERS BE DISCONTINUED IN CONNECTION WITH THIS ADJUSTMENT IF IN EFFECT X ACCURACY OF THIS ADJUSTMENT HAS BEEN ASSURED AT PLUS OR MINUS 15LBS ON CALIBRATED TEST BENCH FLOW METER X BLUE DOT IS ACCEPTABLE IN LIEU OF PWA WHITE DOT X PROD CONTROLS WILL BE INDENTIFIED BY P/T CHANGE X

UNDER NO CIRCUMSTANCES WILL ADJUSTMENT EXCEED ONE REPEAT ONE NOTCH ON MINIMUM FLOW STOP

BT

22/1817Z JAN RBEGUP

FIELD SERVICE REPORT

BOEING AIRPLANE COMPANY

RLS

RLS ~~KM~~

TO: ENGINEERING SERVICE DEPARTMENT

SEATTLE [X] WICHITA [ ]

SUBJECT: Difficulties with Throttle Control

CLASSIFIED [ ] UNCLASSIFIED [X]

ROUTING:

ORIGINAL
OES
EKC
WHD
MECH INFO
OFFICE BASE FILE

CC:
WBB
Ed +
JE KELLAM
SERVICE DEPT SUBJECT FILE

This report will describe an incident involving the "freezing" of the # 4 engine throttle of airplane 3132 on May 14, 1959.

Following a wet take-off, ambient temperature +19°C, the airplane was climbed to 32000 feet altitude, ambient temperature -45°C, and remained at this altitude for the next two hours. At about 1:45 hours at 32000 feet altitude the throttles were moved to adjust engine speed without observing anything abnormal. When trying to adjust the engines 15 minutes later it was observed that the throttle of the # 4 engine cannot be retarded below 85% rpm. The airplane was returned to Castle and prior to let-down the # 4 engine was shut-down by pulling the fire switch. After landing the throttle could be moved without difficulties. The flight was aborted, flight time 4:20 hours. Flight time of the airplane: 829:30 hours.

During ground check on May 15, 1959 no discrepancy could be detected even after the water lines to the right hand engines was pressurized. In order to clear the airplane the AF personnel replaced the Bendix fuel control of the # 4 engine, despite advise to the contrary.

Paul Ribanyi

Paul Ribanyi

FILE 0501
KC-135

NAME Paul Ribanyi REPORT NO. CAFB-OES-727 DATE May 15,1959

SECTION Castle AFB LOCATION Merced, California

SUBJECT Difficulties with Throttle Control MODEL KC-135

REFERENCES None ENCLOSURES None

WSF/NO

FSR FSR FSR FSR FSR FSR FSR

HH

TT

RECEIVED
TRANSMISSION DIVISION
FEB 12 1 05 PM '60
CONTINENTAL ADM.

U.S. AIR FORCE
BOEING SEATTLE, WASH
FEB 2 8 00 PM '60

File
BKC
EMP
ENG
DWO

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DISTRIBUTION
EP
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W.B.Dalrymple

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WKB015WUB032WMB098

RR RUWKBF

DE RJWXBR 106X

R 022045Z ZEX

FM CINCSAC

TO RUWKBF/AF PLANT REP BOEING APCO SEATTLE WASH

RJWFNH/SAAMA

RJWFNK/OCAMA

RBEGUP/AFESO PRATT AND WHITNEY BAR EAST HARTFORD CONN

INFO RJEBKF/2AF

RJEXDHB/8AF

RJWBKN/15AF

RJWXBRF/4321STRATWG

RJWFGM/4130STRATWG

AFGRNC

BT

T

TE
10 Feb

Suspense Date

RECEIVED
TRANSPORT DIV.
ENGINEERING DEPT.
FEB 15 9 12 AM '60

UNCLAS DM4A 10135.

ACTION AFPR BOEING - SEATTLE; SANET, SAAMA; SANEK, AFESO; CNSP, OCAMA INFO ALFA; 4321 STRAT WG; 4130 STRAT WING; 7 BOMB WG; LMSJ, AMC; B52/KC-135 OES; AFCDI-2, OTIG; 4039 STRAT W 52& AJAFSEL CONTROLS KC-135 AIRCRAFT. AFPR BOEING-SEATTLE UNSATISFACTORY REPORT REPLY DATED 19 JAN 60 TO 2AF CONCERNING UR'S 4321 SW59-1, 40450 (0405) 4321 SW59-2, 40449 (0405) 4130 SW59-360, 37418 (0405) 7 BW-59-292 ON AJA4 FUEL CONTROLS. 40447 (0405) THE REFERENCED REPLY STATED THAT THE UR'S WERE MADE NON-PROJECT BECAUSE THE ELAPSED TIME BETWEEN THE TIME UR WAS WRITTEN AND RECEIVED AT THE PRIME AMA WAS TOO

1/3

LENGTHY AND THE UR'S CONTAINED INSUFFICIENT DETAILS. THIS HEADQUARTERS DOES NOT CONCUR WITH THIS ACTION. THE AVERAGE TIME ON THESE UR'S FROM THE TIME THAT THE UR WAS SUBMITTED BY THE ACTIVITY UNTIL THE TIME THAT THE UR WAS FORWARDED TO THE AFPR FROM 2AF WAS 13 DAYS. THE SHORTEST TIME WAS 5 DAYS AND THE LONGEST TIME WAS 20 DAYS. THESE TIMES ARE CONSIDERED REASONABLE UNDER THE PRESENT UR SYSTEM. HOWEVER, THE PRIMARY REASON THAT THE HEADQUARTERS DOES NOT CONCUR WITH MAKING THESE UR'S NON-PROJECT IS THAT UNITS CONTINUE TO EXPERIENCE DIFFICULTY WITH FUEL CONTROL MALFUNCTIONS. IN ADDITION, THE AJA4 FUEL CONTROL IS A CRITICAL SUPPLY ITEM. THE DIFFICULTIES AS STATED IN THE REFERENCED UR'S ARE STILL PREVALENT THROUGHOUT THE COMMAND. FOR EXAMPLE, 8AF NOW HAS 12 FUEL CONTROLS WHICH CANNOT BE WET-TRIMMED PROPERLY AFTER COMPLIANCE WITH T.O. 1C-135(K)A-836. AN INVESTIGATION OF TWO CONTROLS FROM RAMEY AFB SHOWS THAT THE BASIC REASON THAT THE CONTROLS COULD NOT BE WET TRIMMED WAS FAULTY FUEL CONTROLS AND NOT COMPLIANCE WITH DRY-UP TRIM TECHNIQUE. THE DRY-UP TRIM REQUIREMENT ONLY REVEALED THAT THE CONTROLS WERE MALFUNCTIONING. IN VIEW OF THE ABOVE FACTS WE REQUEST THAT YOU MAKE THE ABOVE UR'S REPEATS ON AN ALREADY

ESTABLISHED PROJECT OR THAT A PROJECT BE ESTABLISHED TO DETERMINE AJA4 FUEL CONTROL DIFFICULTIES. THE REFERENCED LETTER ALSO STATED THAT ROUTINE UR'S SHOULD BE REPORTED BY TWX. SUCH ACTION IS INCONSISTENT WITH T.O. 00-35D-54. REQUEST THAT SAAMA TAKE APPROPRIATE ACTION TO AMMEND T.O. 00-35D-54 IF DEEMED NECESSARY. IF SAAMA FINDS THE REACTION TIME UNDER THE PRESENT UR SYSTEM TOO LONG TO GAIN ACCESS TO UR EXHIBITS THEN REQUEST SAAMA SEND A FUEL CONTROL TECHNICIAN TO ONE OF THE FOLLOWING BASES TO INVESTIGATE CURRENT FUEL CONTROL PROBLEMS: (1) GRIFFIS AFB N.Y.; (2) LORING AFB ME.; (3) WESTOVER AFB MASS.

BT

02/2116Z DE RJWXBR

NNNN

FEB 11 3 31 PM '58
DISPATCHED

☒ ART [illegible] OER WRITTEN

ATA ORDER NUMBER	SECTION 78 EXHAUST	PAA-121 D6-10465	AA-123 D6-2757	CAL-124 D6-2758	TWA-131 D6-2758	NEA-136 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BCAC-435	AII-437 D6-2762
78-1	Jet Exhaust Velocity	☒	☒	☒	☒	☒	☐	☒	☒	☒	☒	☒	☒	☒	☒
78-2	Jet Exhaust Temperature	☒	☒	☒	☒	☒	☐	☒	☒	☒	☒	☒	☒	☒	☒
78-3	Typical Operating Velocities	☒	☒	☒	☒	☒	☐	☒	☒	☒	☒	☒	☒	☒	☒
78-4	Typical Operating Temperature	☒	☒	☒	☒	☒	☐	☒	☒	☒	☒	☒	☒	☒	☒
78-5	Reverse Thrust and Noise Suppresser	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
78-6	Engine Exhaust Temperature Indicating System	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART[illegible]ER WRITTEN

A.T.F. ORDER NUMBER	SECTION 76 [illegible]	PAA-121 D6-1046	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
7-1	Engine Throttle Controls	A													
7-2	Engine Tachometer	☒													
7-3	Engine Control Cables	P ☒													

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 75 AIR	PAA-121 D6-2748	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	ATI-437 D6-2762
75-1	Engine Air Distribution - Left Side	C													
75-2	Engine Air Distribution - Right Side	B	B	B	B	B	B	B	B	B	B	B	B	B	B
75-3	Surge Bleed Control	A													
75-4	Surge Bleed Governor	☒													
75-5	Thrust and Start Levers Sheet 1 of 76-	☒							X						
75-6	Engine Compressor Bleed System	☒ X													

☒ ART ORDER WRITTEN

A.T. ORDER NUMBER	SECTION 74 [illegible]	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	UA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
74-1	Engine Ignition Diagram	A													
74-2	Engine Ignition	A													
74-3	Engine Ignition System Installation	X													

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 13 (cont.) [illegible]	PAA-121 D6-1046	AA-123 D6-2757	SAI-124 D6-2756	TWA-131 D6-2758	JEA-138 D6-2763	CUB-139	BKF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AFI-437 D6-2762
7-12	Engine Driven Fuel Pump	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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ART ORDER NUMBER	SECTION 72 ENGINES	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
72-1	Engine Internal Arrangement	☒	☐ BRO	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☒	☐
72-2	Engine Bearing and Accessory Drive Schematic	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
72-3	Combustion Chamber Details	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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ART ORDER NUMBER	SECTION 71 POWER PLANT - GENERAL	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	ATI-437 D6-2762
71-1	Power Plant Installation	B												☒	
71-2	Engine Installation Equipment	☒	☒	☒	☒	☒		☒					☒	☒	☒
71-3	Engine Mount Details	A													
71-4	Engine Load Diagram	☒													
71-5	Overall Dimensions - JT3C-4 Engine	☒	A	☒	☒	☒		☒	☒	☒	☒	☒	☒	☒	☒
71-6	Engine Cowling	P.U. ☒													
71-7	Engine Nose Cowl and Tab Assembly	P.U. C													
71-8	Engine Load, Strut Structure and Access Diagram	A													
71-9	Engine Front View	P.U. ☒													
71-10	Engine Left Side View	P.U. ☒													
71-11	Engine Rear View	P.U. ☒													

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ART ORDER NUMBER	SECTION 57 WINGS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
57-1	Wing Centerline Diagram	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
57-2	Wing Center Section Assembly	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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ART ORDER NUMBER	SECTION 56 WINDOWS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
56-1	Passenger Cabin Window Assembly	A A													
56-2	Passenger Cabin Window	☒													

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ART ORDER NUMBER	SECTION 52 Cont. DOORS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
52-12	Emergency Escape Hatch	☒	☒	☒	☒	☒	☒	☒	☒	☐	☒	☒	☒	☒	☒
52-13	Emergency Escape Hatch Removal	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
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ART ORDER NUMBER	SECTION 51 STRUCTURES - GENERAL	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BWF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
51-1	Sectional Breakdown	C B	B											X	

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ART ORDER NUMBER	SECTION 38 WATER AND WASTE	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
38-1	(Typical) Cabin Water Systems	☐ G	☐ A	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
38-2	Forward Water System	☒	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
38-3	Aft Water System	☒	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
38-4	Toilet System	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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ART ORDER NUMBER	SECTION 34 (cont.) NAVIGATION	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BWF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
34-12	Bendix Flight Director System -4	☐	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
34-13	Bendix Flight Director System -5	☐	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
34-14	Bendix Flight Director System -6	☐	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
34-15	Bendix Flight Director System -7	☐	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
34-16	Integrated Instrument System Indicators (Sperry)	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
34-17	Kollsman KS 86	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
34-18	Captains' Integrated Instrument System	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
34-19	Captain's Air Data System (Kollsman)	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
34-20	Continental Compass Block Diagram	☐	☒ X	☐	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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ART ORDER NUMBER	SECTION 34 NAVIGATION	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
34-1	Electronic Equipment Locations	A												☒	
34-2	Navigation Equipment Locations Section 41	☒													
34-3	Electronic Frequency Spectrum	☒													
34-4	Electronic Flight Profile	☒													
34-5	VHF Omnirange System Diagram	☒													
34-6	Localizer System Block Diagram	☒													
34-7	Glide Path System Block Diagram	☒													
34-8	ATC Radar Beacon Operation Block Diagram	☒													
34-9	Bendix Flight Director System -1		☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
34-10	Bendix Flight Director System -2		☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒
34-11	Bendix Flight Director System -3		☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒	☒

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ATT ORDER NUMBER	SECTION 33 LIGHTS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
33-1	Retractable Landing Light	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
33-2	Exterior Lights Location	A X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
33-3	Emergency Exit Light	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
33-4	Fixed Landing and Runway Turn-Off Lights	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
33-5	Light Location Diagram - Main Cabin	☒	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
33-6	Exit and Emergency Exit Light Circuit	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
33-7	Miscellaneous Internal Lighting	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
33-8	Lower Nose Compartment and Wheel Well Light Circuit	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
33-9	Aft Cargo Compartment Lighting	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
33-10	FWD Cargo Compartment Lighting	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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ART ORDER NUMBER	SECTION 32 (cont.) LANDING GEAR	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	NEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
32-45	Main Gear Down Lock Installation	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-46	MAIN GEAR DOOR SAFETY VALVE	☒	☒	☒	☒	☒	☒	☐	☐	☐	☐	☐	☐	☐	☐
32-47	LANDING GEAR DOOR WARNING LIGHT CIRCUIT	☒	☒	☒	☒	☒	☒	☒	☐	☐	☐	☐	☐	☐	☐
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ART ORDER NUMBER	SECTION 32 (cont.) LANDING GEAR	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
32-34	Nose Wheel Steering Mechanism (Animated)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-35	Brake Hydraulic System	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-36	Brake Metering Valve Schematic	☒	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-37	Brake Cable Control System	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-38	Anti-Skid Detector Schematic	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-39	Anti-Skid System	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-40	Main Landing Gear Actuator (Animated)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-41	Nose Wheel Steering and Follow-Up Control System (Animated)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-42	Steering Hydraulic System Schematic	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-43	Anti-Skid Circuit (Animated)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-44	Landing Gear Control Cable System	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

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ART ORDER NUMBER	SECTION 32 Cont. LANDING GEAR	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
32-23	Nose Gear Lock	Pu [A] A	121 A	121 A	121 A	121 A	121 A	121 A							
32-24	Nose Wheel Well Door Actuator and Linkage Installation	Pu ☒ X	121	121	121	121	121	121							
32-25	Landing Gear Control System	Pu [B] B													
32-26	Landing Gear Control Handle Lock Circuit	Pu ☒ X	121	121	121	121	121	121							
32-27	Landing Gear Position Indicating Circuit	Pu [A] A	121 A	121 A	121 A	121 A	121 A	121 A							
32-28	Main Gear Emergency Extension System	Pu ☒ X	121	121	121	121	121	121							
32-29	Nose Gear Emergency Extension System	Pu ☒ X	121	121	121	121	121	121	121	121	121	121	121	121	121
32-30	Nose Wheel Steering Hydraulic System	Pu [A] A													
32-31	Nose Wheel Steering Control System	Pu ☒ X													
32-32	Steering Metering Valve	Pu ☒ X	121	121	121	121	121	121	121	121	121	121	121	121	21
32-33	Nose Wheel Steering Follow-up Details	Pu ☒ X	121	121	121	121	121	121							

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ART ORDER NUMBER	SECTION 32 Cont. LANDING GEAR	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
32-12	Main Gear Truck Snubber	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-13	Main Gear Truck Centering Cylinder	C B	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-14	Main Landing Gear Actuator Schematic	A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-15	Brake Equalizer Mechanism	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-16	Main Landing Gear Door Actuating Mechanism	A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-17	Main Landing Gear Wheel Well Door Mechanism	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-18	Nose Gear	D	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-19	Nose Gear Structure	B	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-20	Nose Gear Ground Lock Installation	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-21	Nose Gear Mechanism (Animated)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-22	Nose Gear Shock Absorbing Strut	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART O. ● WRITTEN

ART ORDER NUMBER	SECTION 32 LANDING GEAR	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
32-1	Nose Gear Retracted Schematic	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-2	Nose Gear Extended Schematic	A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-3	Nose Gear Operating Sequence	A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-4	Main Landing Gear Retracted Schematic	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-5	Main Landing Gear Extended Schematic	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-6	Main Landing Gear Operating Sequence	A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-7	Landing Gear Mechanisms (Animated)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-8	Main Landing Gear	A A	☐ Erc	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-9	Main Landing Gear Structures	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-10	Main Landing Gear Location Diagram	A A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32-11	Main Landing Gear Lock	A A	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

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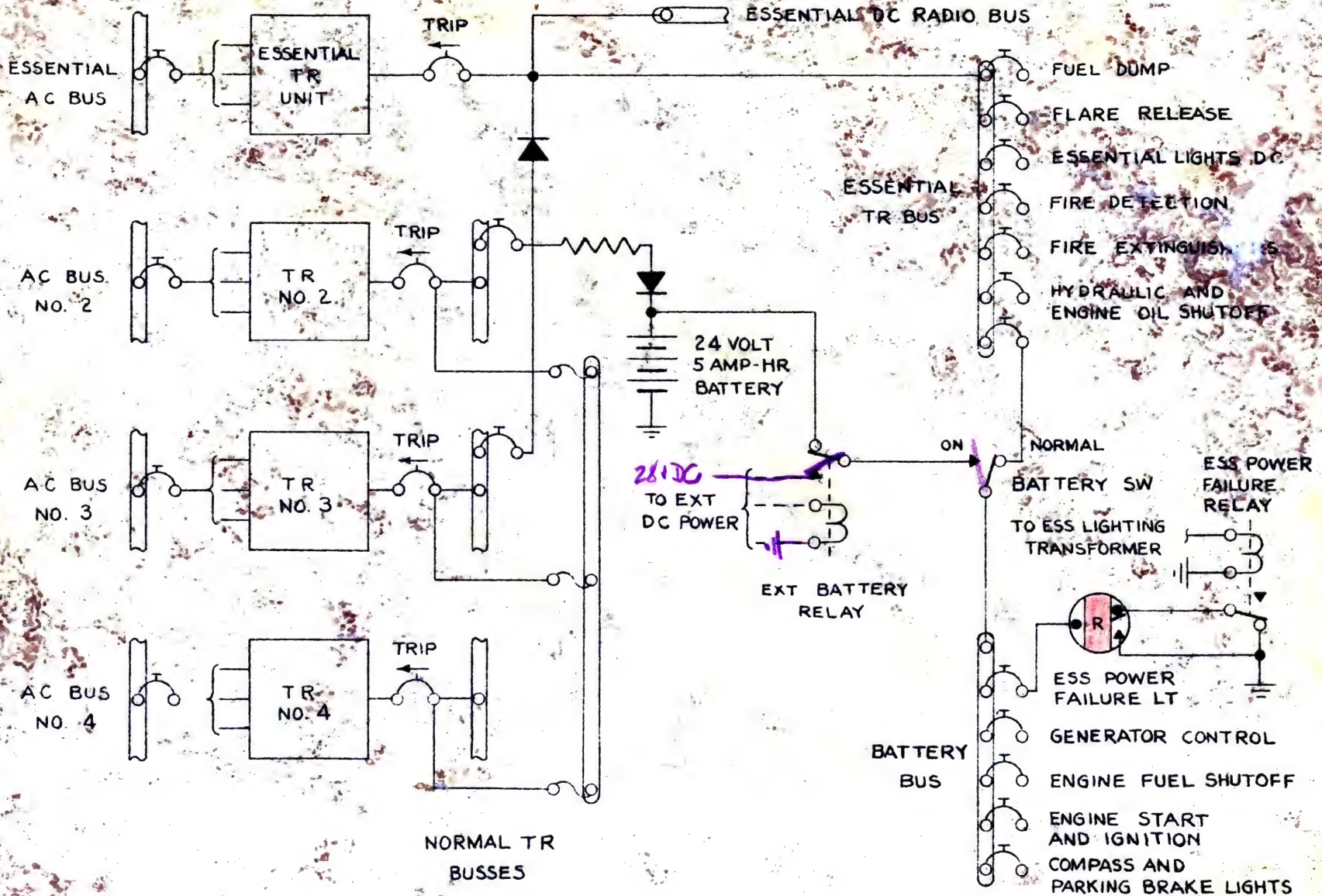
A/T ORDER NUMBER	SECTION 31 Cont. INSTRUMENTS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
31-12	Attendant's Panel - Forward	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31-13	Navigation Station Panel	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31-14	Forward Electronic Control Panel	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31-15	Aft Electronic Control Panel	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART ORDER WRITTEN

ART ORDER NUMBER	SECTION 31 INSTRUMENTS	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
31-1	~~Main Instrument Panel~~ CANCELLED	☒ CANCEL	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31-2	Pilot's and Copilot's Overhead Panel	☒ X	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31-3	~~Control Stand~~ CANCELLED	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31-4	Flight Engineer's Instrument Panel - ~~Lower~~ Upper	☐ B	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31-5	Flight Engineer's Instrument Panel - ~~Upper~~ LOWER	☐ B	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31-6	~~Captain's Integrated Instrument System~~ CANCELLED	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31-7	Pilot's Instrument Panel - Left	☒ /	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31-8	Pilot's Instrument Panel - Center	☐ A	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31-9	Pilot's Instrument Panel - Right	☐ A	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31-10	~~Control Column Block Diagram~~ CANCELLED	☐ CANCEL Barrel	☐	☐	☐	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐
31-11	Attendant's Panel- Aft	☒ X	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ART (ER WRITTEN

ART ORDER NUMBER	SECTION 30 ICE AN RAIN PROTECTION	PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2764	BOAC-436	AII-437 D6-2762
30-1	Ice Elimination	☒ A	☐ GRO	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
30-2	Empennage Anti-Icing System	☒ A	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
30-3	Empennage De-Icing System	☒ A	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
30-4	Wing Anti-Icing System and Equipment Location	☒ B	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
30-5	Wing Anti-Icing Control System	☒ B	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
30-6	Ice Detector Control System	☒ CANCEL	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
30-7	Ice Detector	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
30-8	Ice Detector Control	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
30-9	Ice and Rain Protection Equipment Location - Control Cabin	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
30-10	Nose Dome and Cowl Anti-Icing System	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
30-11	Windshield Heat Controller-Schematic Diagram	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐



CALC	CHECK	APR	APR	REVISED	DATE
BEG					7/18/57

BOEING AIRPLANE COMPANY
SEATTLE 24, WASHINGTON

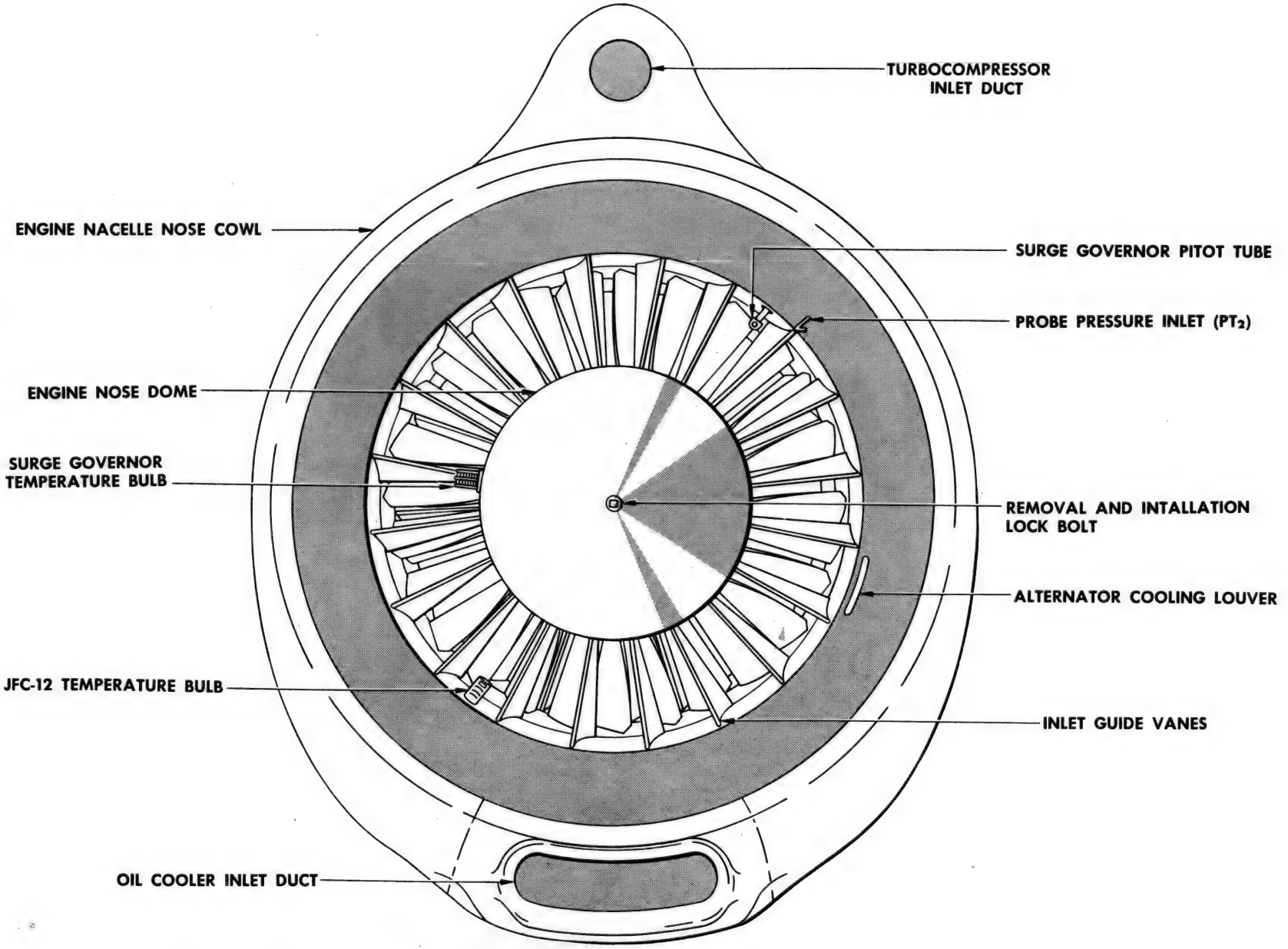
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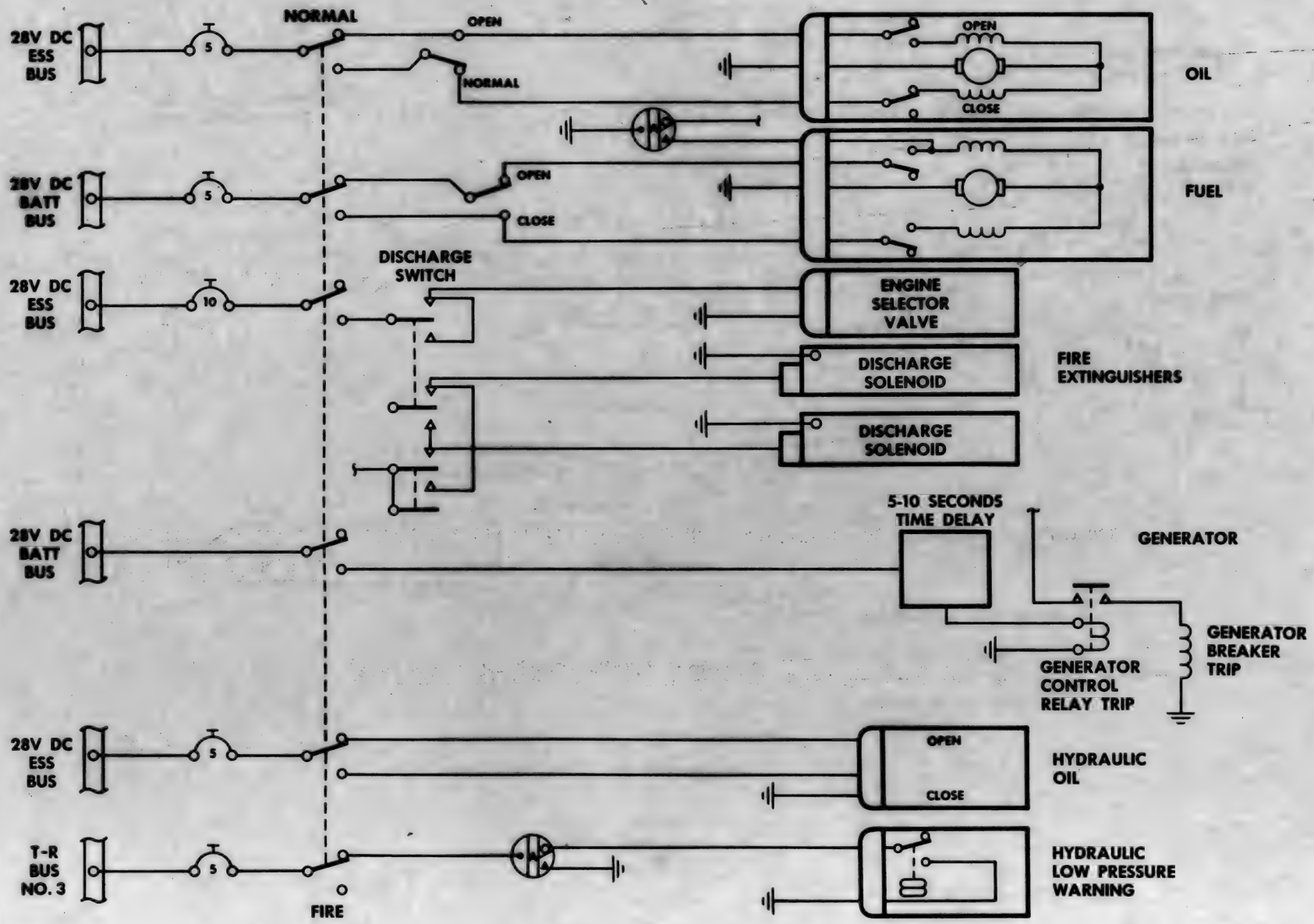
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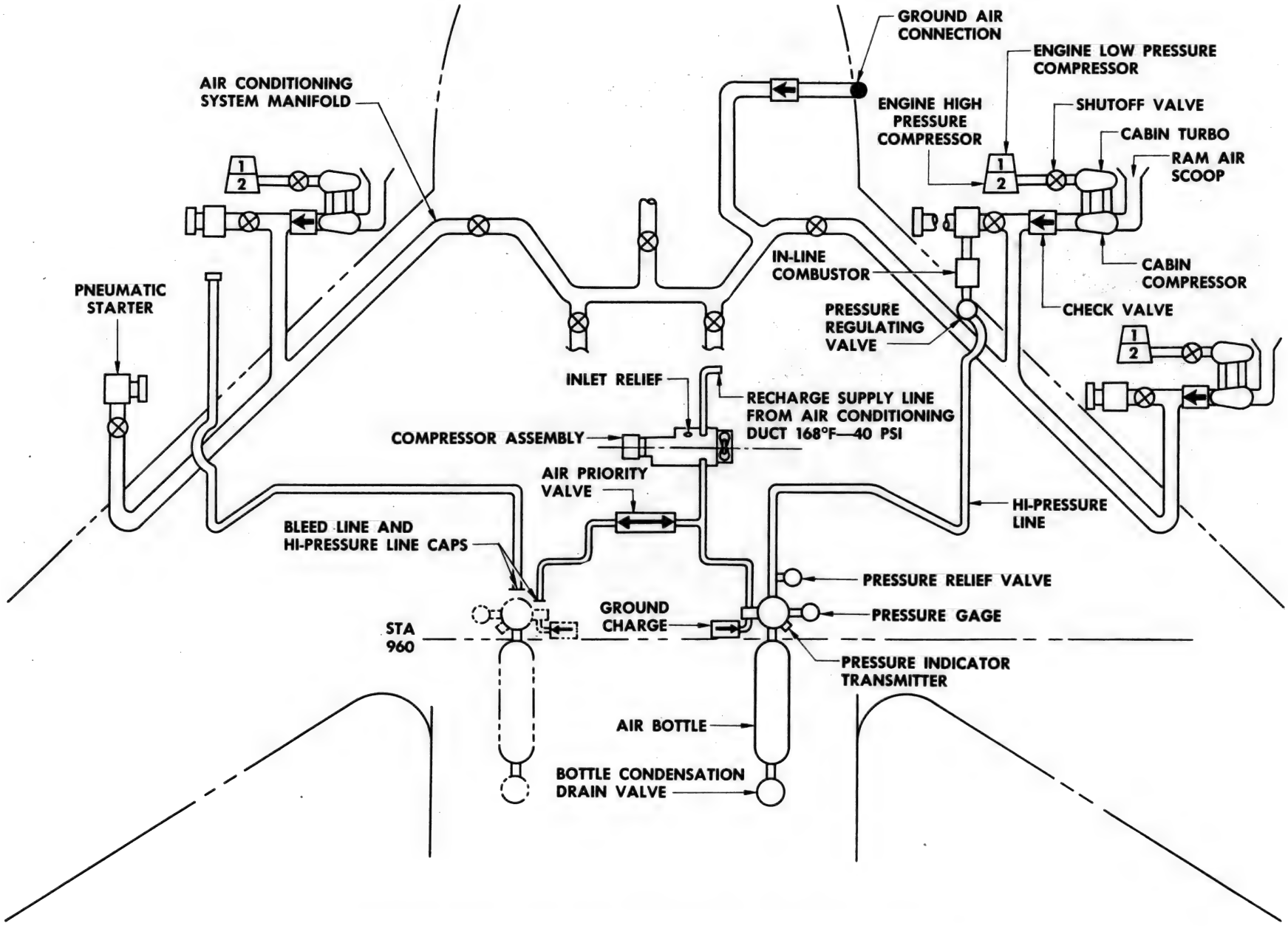
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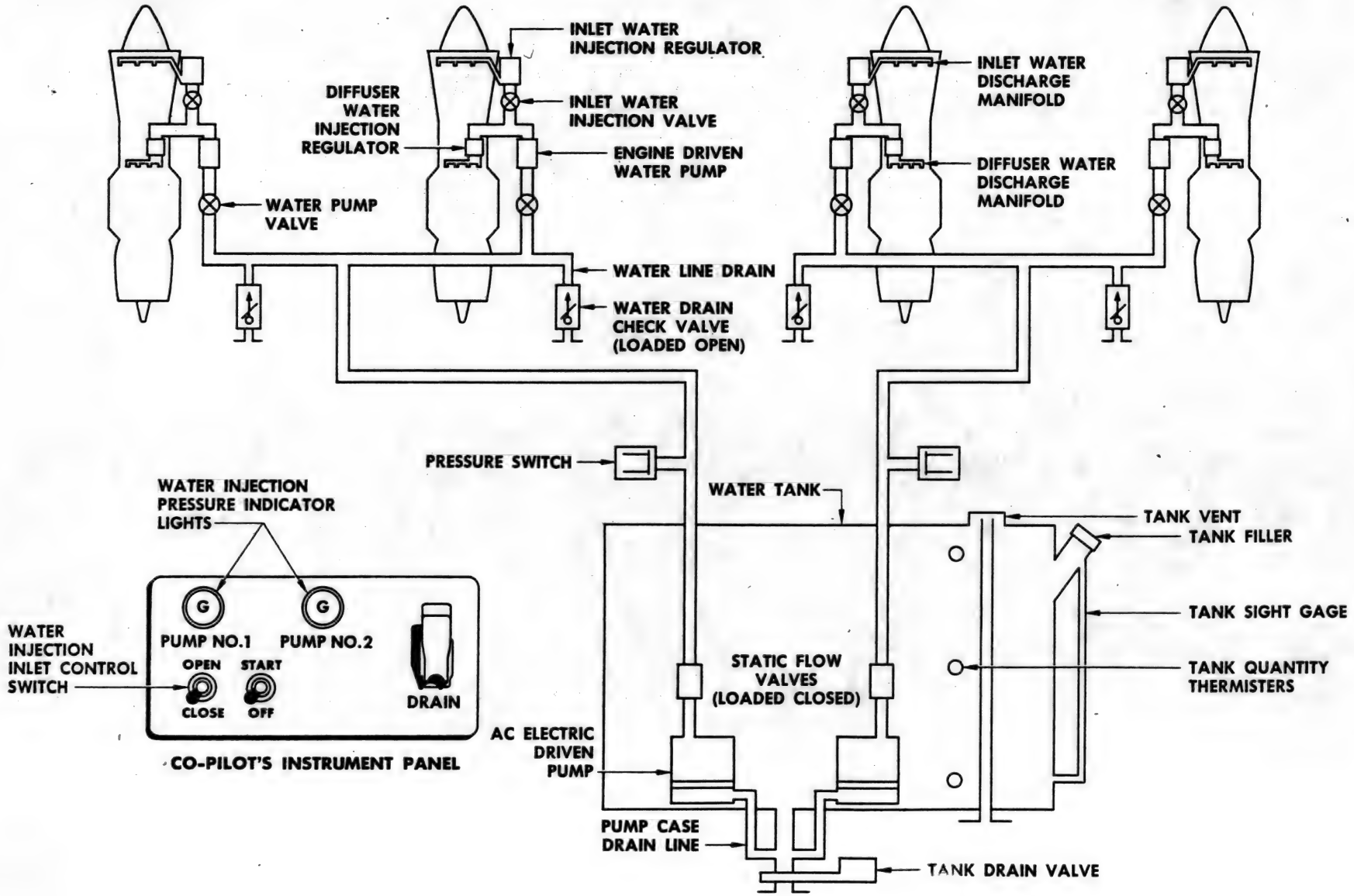
ENGINE—FRONT VIEW



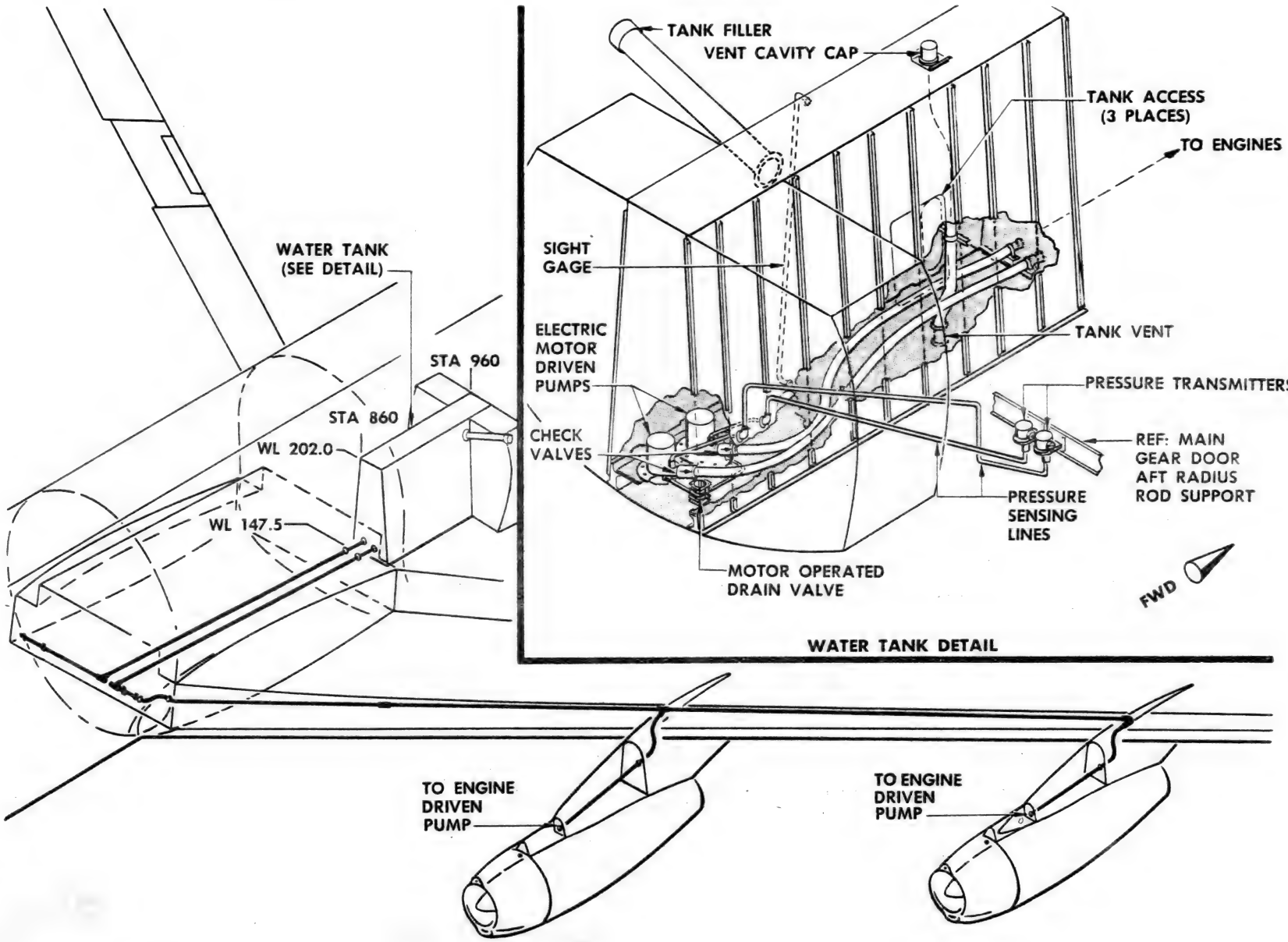
ENGINE FIRE SWITCH SCHEMATIC



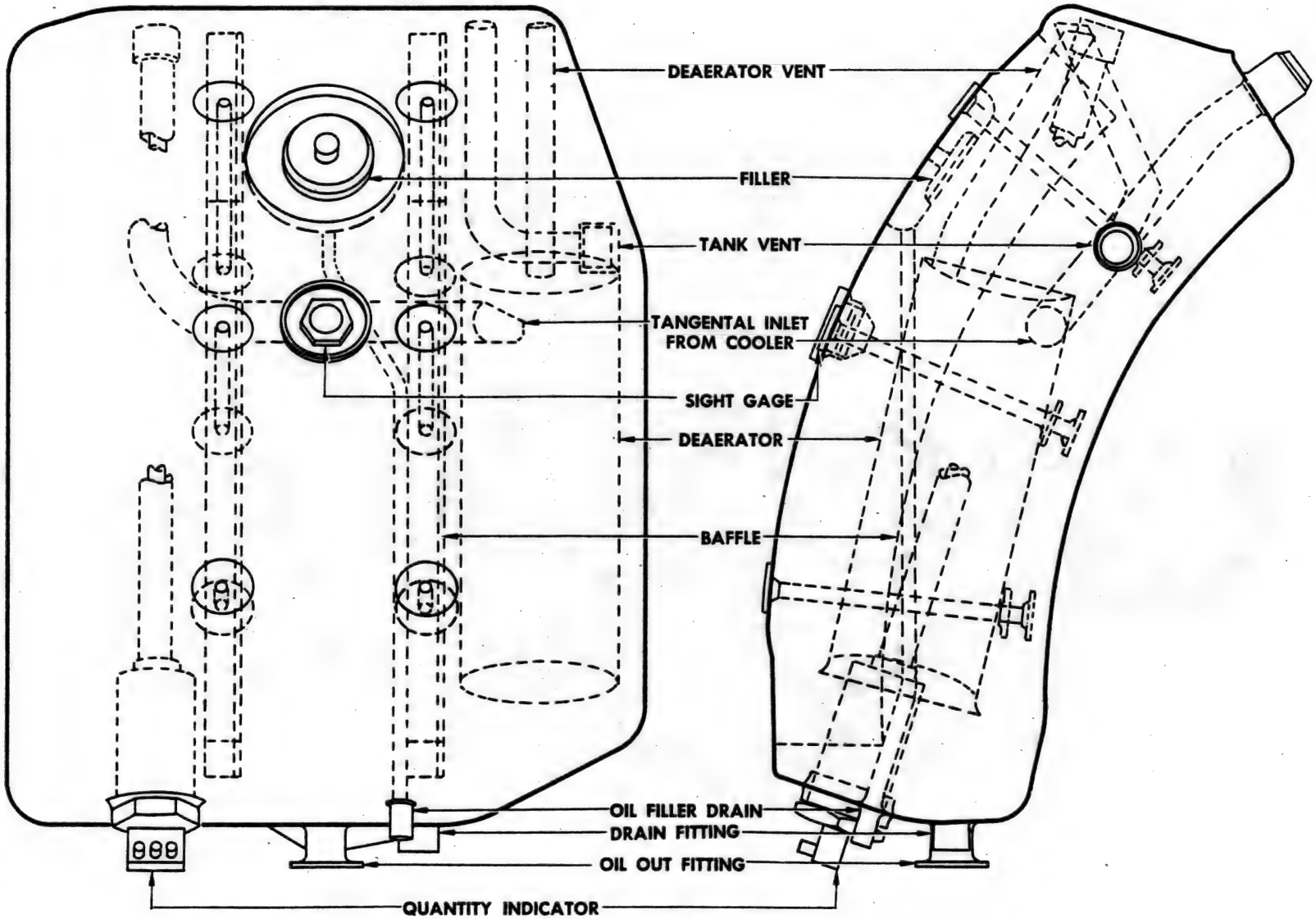
ENGINE FUEL—AIR AND PNEUMATIC STARTER SYSTEM



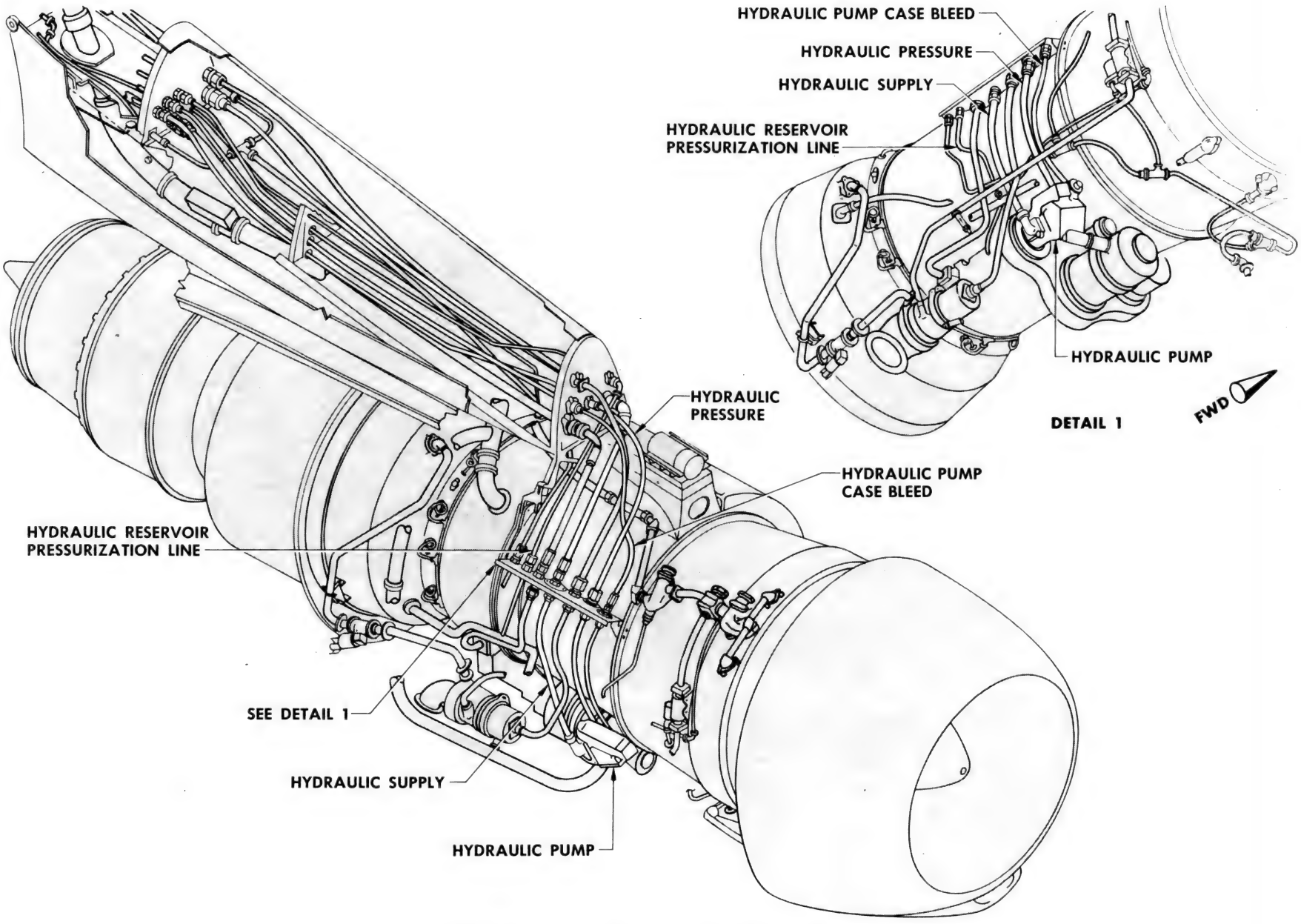
WATER INJECTION CONTROL SYSTEM SCHEMATIC



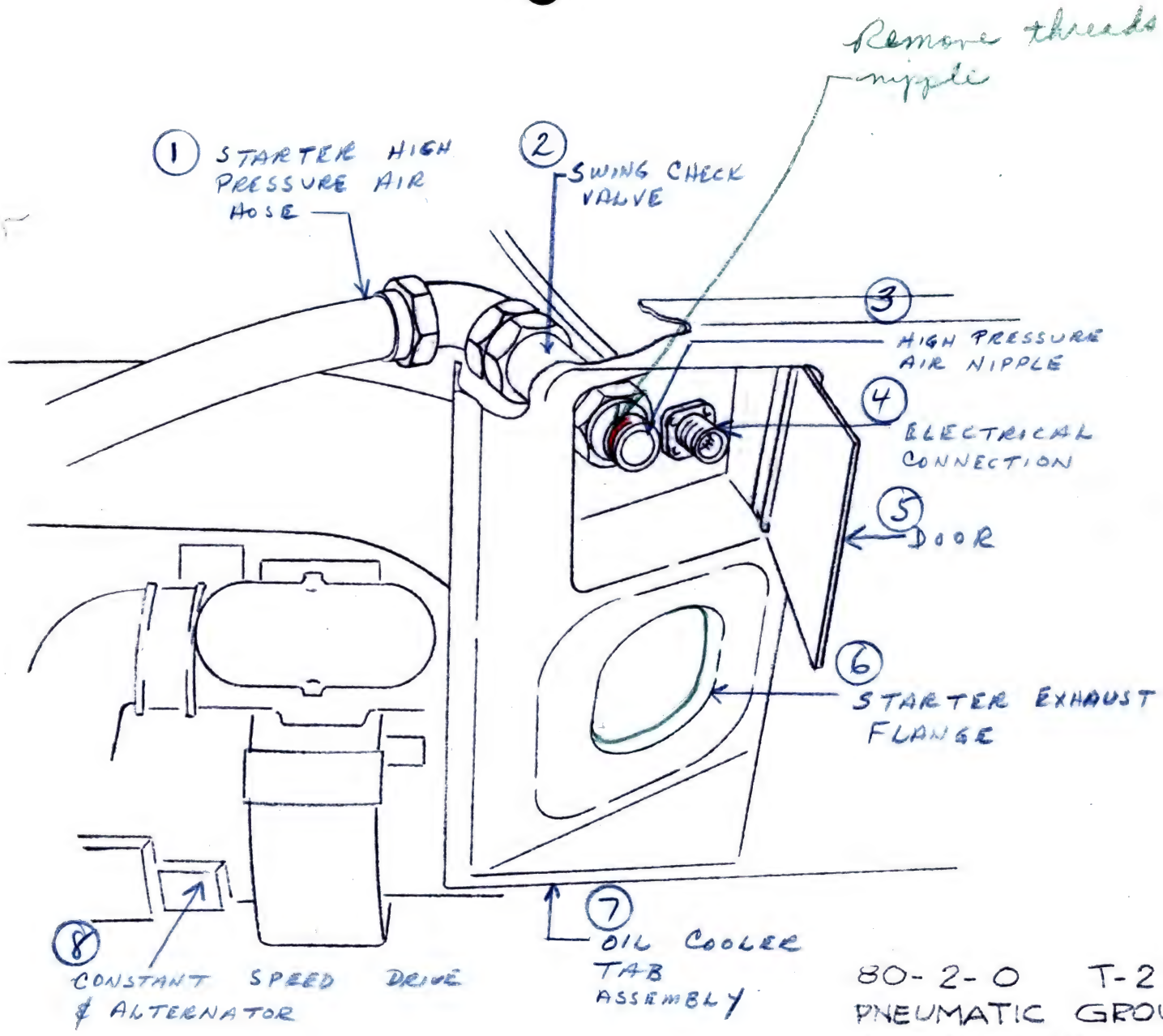
JT3C-6 ENGINE WATER INJECTION SYSTEM



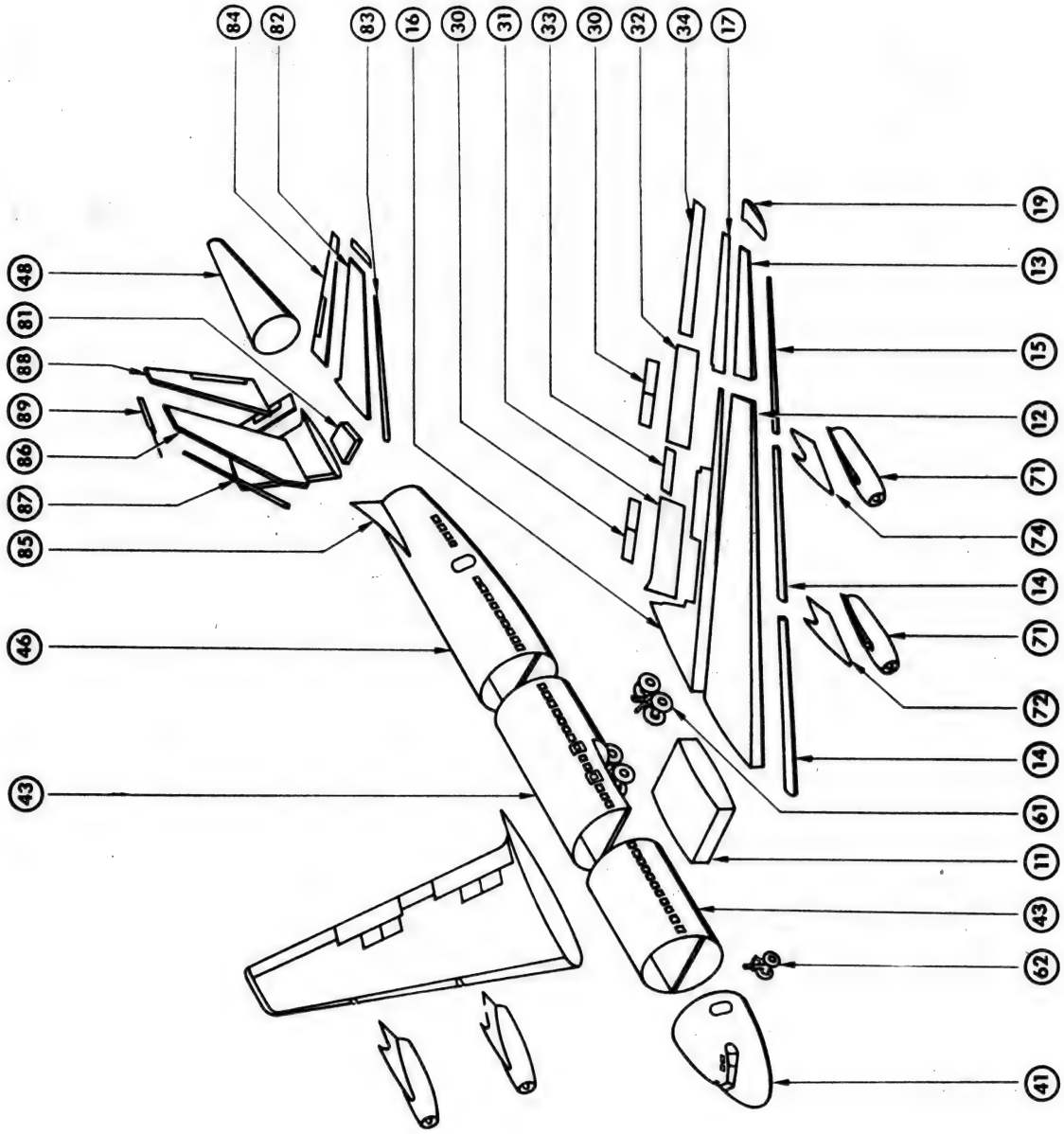
ENGINE OIL TANK



NACELLE HYDRAULIC INSTALLATION

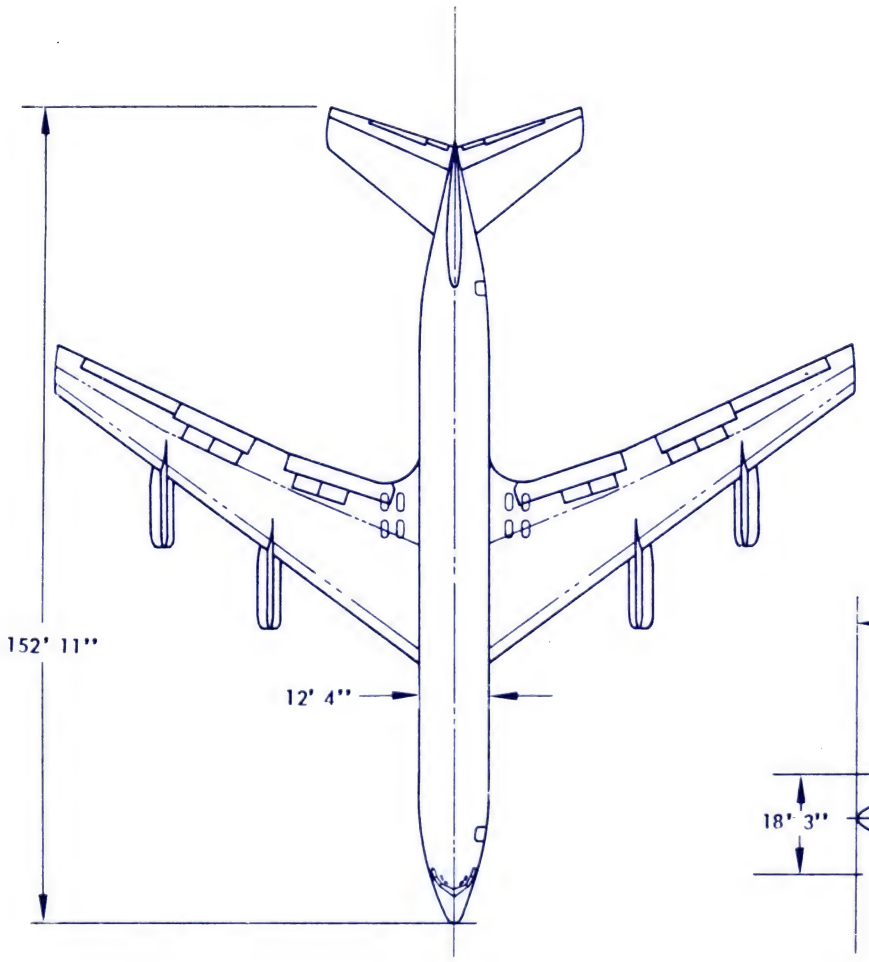


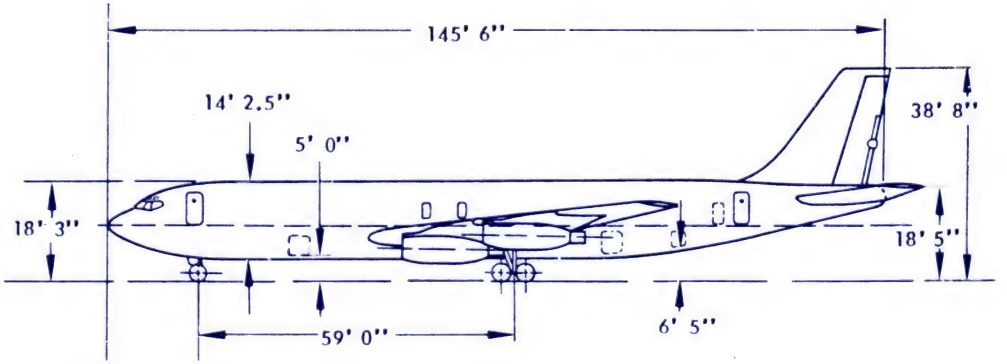
80-2-0 T-2
PNEUMATIC GROUND SERVICE HIGH PRESSURE AIR & ELECTRICAL CONN.
1-28-58 G. LEAKE

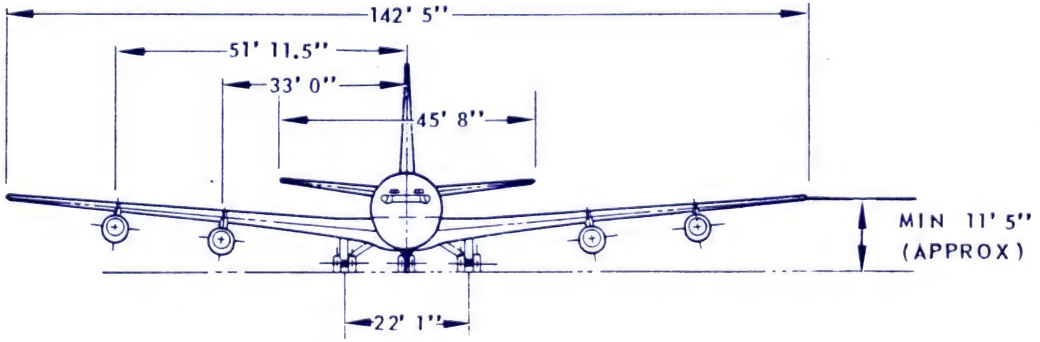


STRUCTURE ASSEMBLY	SECTION
11—STUB	
12—INBOARD WING	
13—OUTBOARD WING	
14—INBOARD WING—LEADING EDGE	
15—OUTBOARD WING—LEADING EDGE	
16—INBOARD WING—TRAILING EDGE	
17—OUTBOARD WING—TRAILING EDGE	
19—WING TIP	
30—SPOILERS	
31—INBOARD FLAPS	
32—OUTBOARD FLAPS	
33—INBOARD AILERON	
34—OUTBOARD AILERON	
41—FIRST BODY SECTION	
43—FWD—SECOND BODY SECTION	
43—AFT—THIRD BODY SECTION	
46—FOURTH BODY SECTION	
48—FIFTH BODY SECTION	
61—MAIN LANDING GEAR	
62—NOSE LANDING GEAR	
71—POWER PACKS	
72—INBOARD STRUT	
74—OUTBOARD STRUT	
81—TORQUE BOX	
82—HORIZONTAL STABILIZER	
83—HORIZONTAL STABILIZER—LEADING EDGE	
84—ELEVATORS	
85—DORSAL FIN	
86—VERTICAL FIN	
87—VERTICAL FIN—LEADING EDGE	
88—RUDDER	
89—VERTICAL FIN—TIP	

Sectional Breakdown
Figure 1

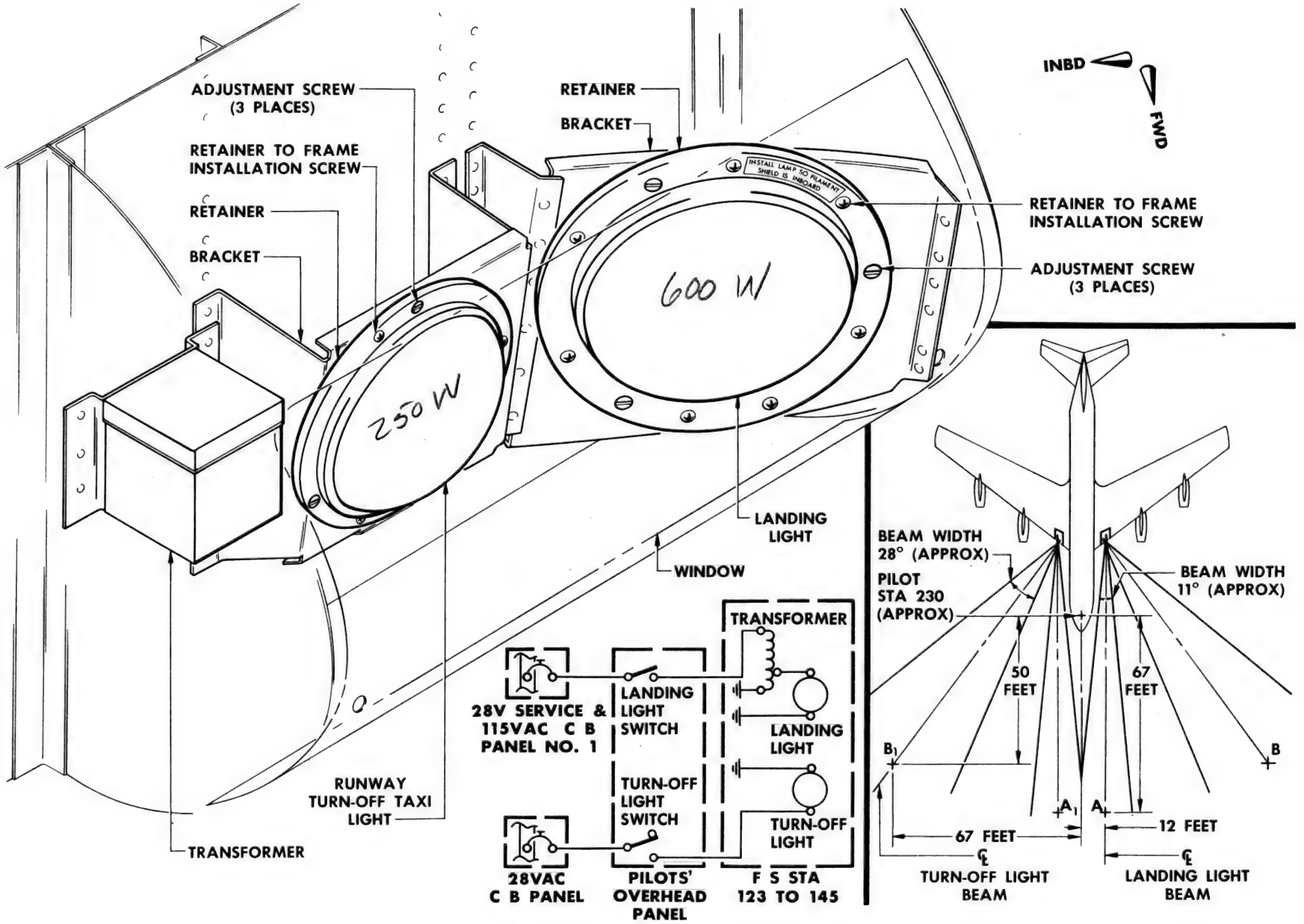




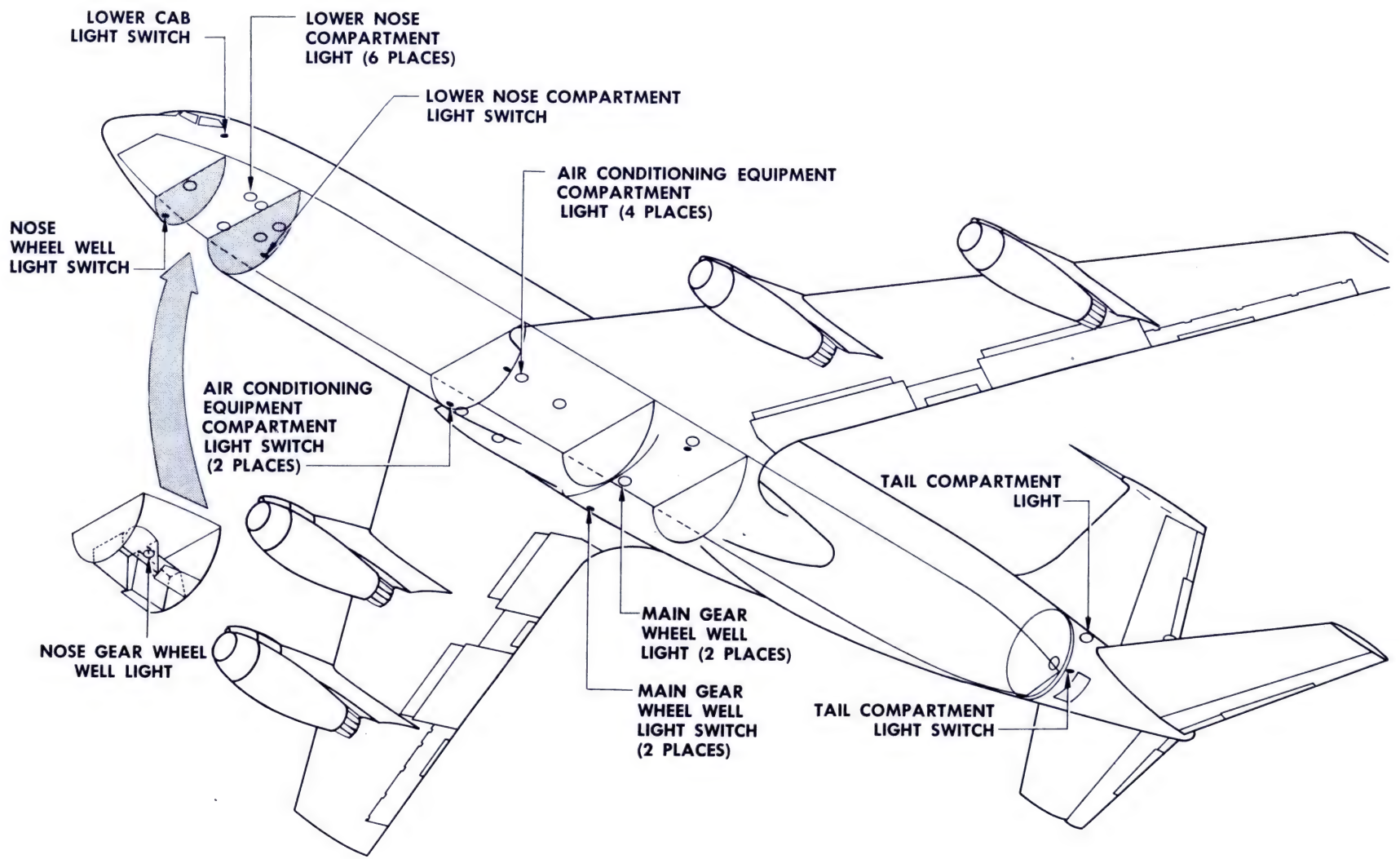


NOTE:
HEIGHT GIVEN AT FULL GROSS WEIGHT
HEIGHT WILL INCREASE 4" - 6" AT EMPTY WEIGHT

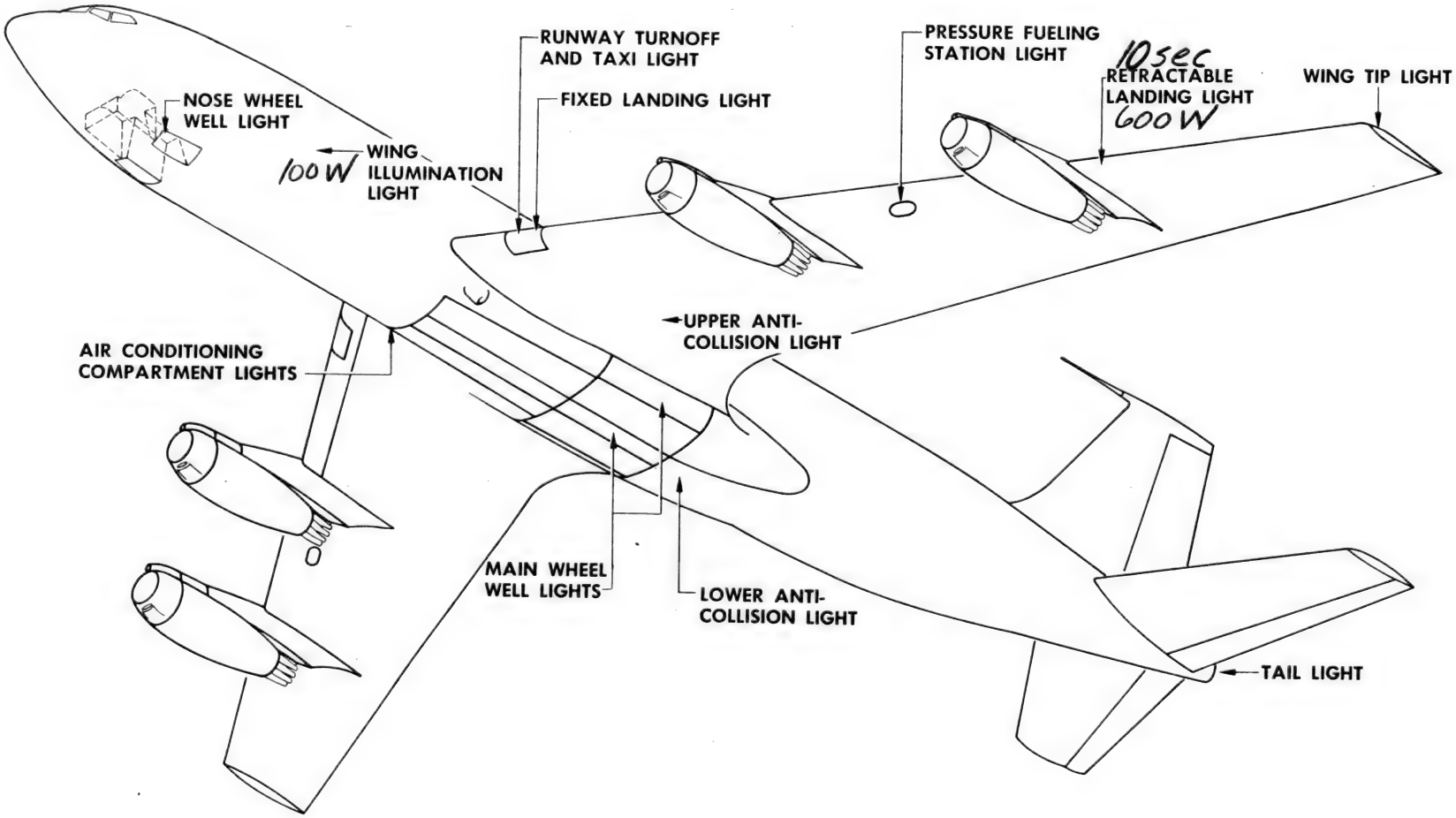
PRINCIPAL DIMENSIONS



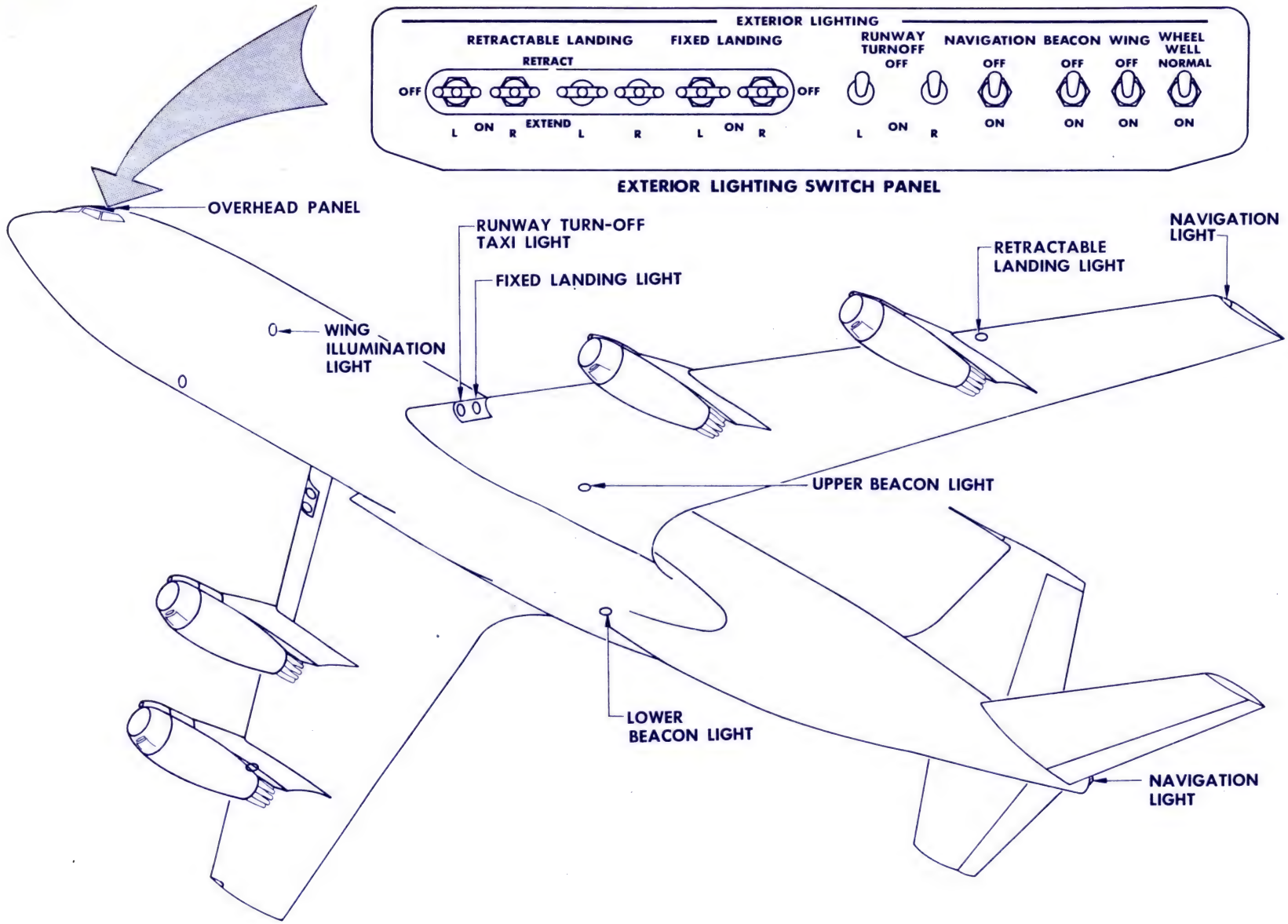
FIXED LANDING AND RUNWAY TURN-OFF TAXI LIGHTS



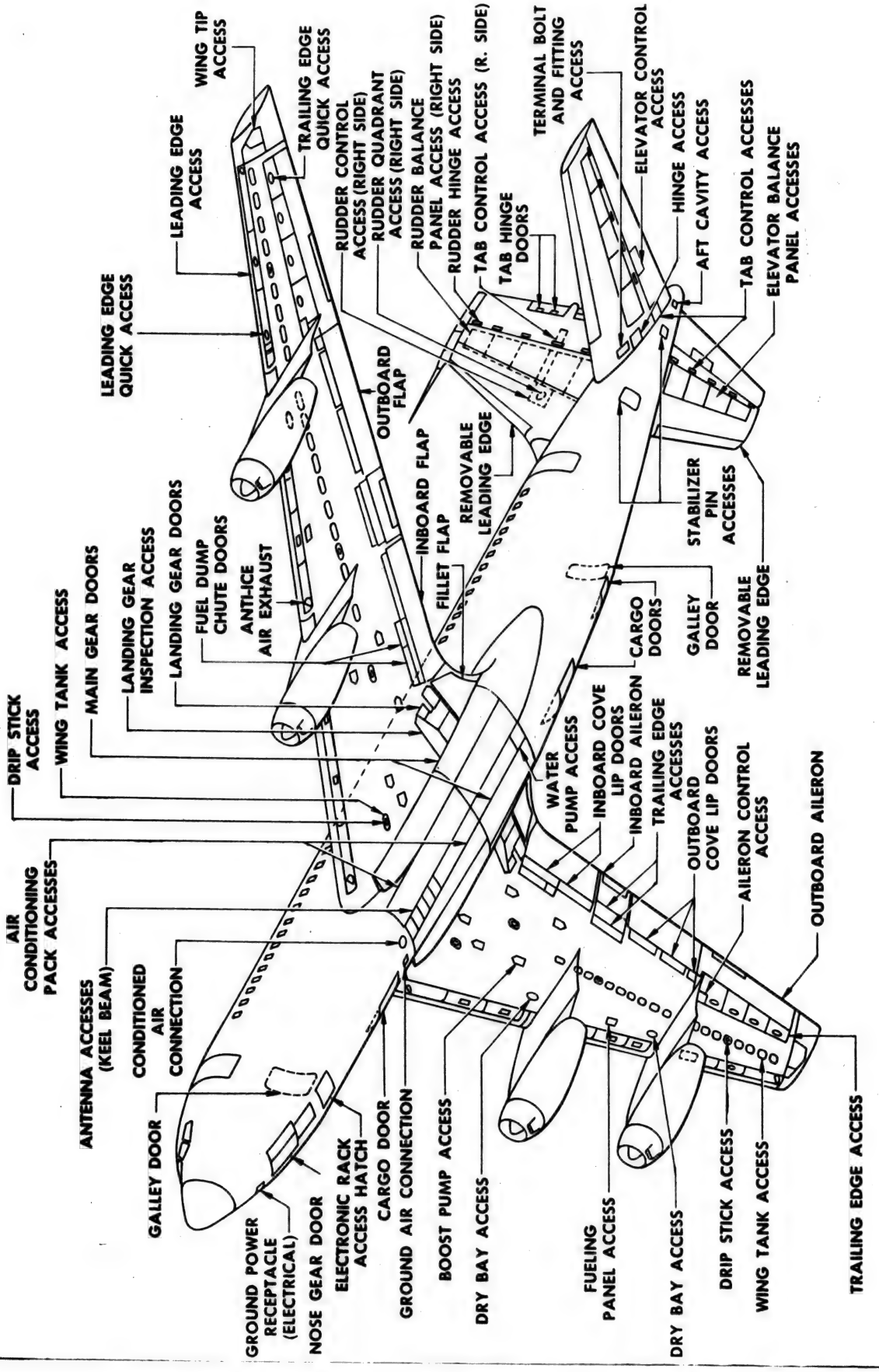
MISCELLANEOUS INTERNAL LIGHTING



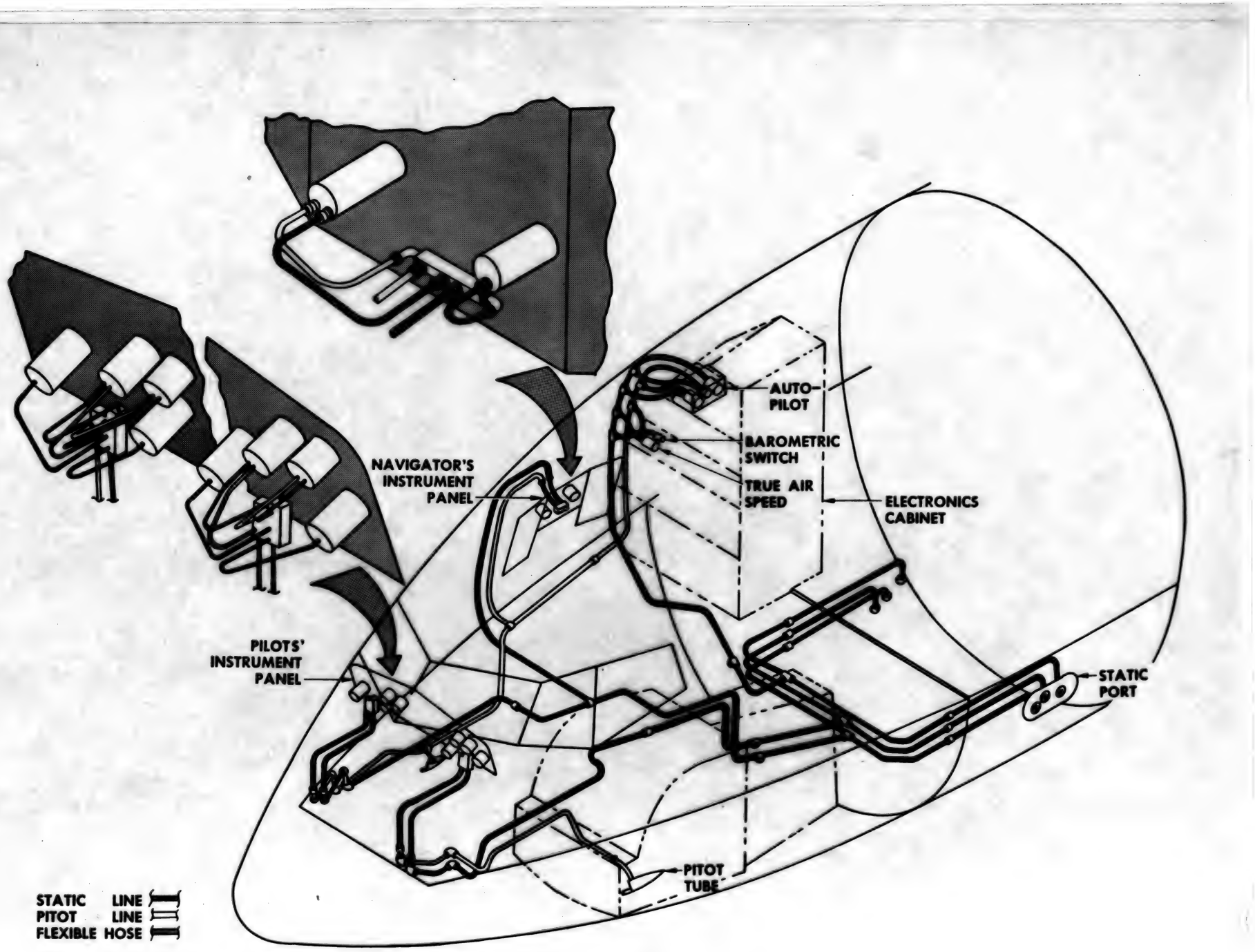
EXTERIOR LIGHTS LOCATION



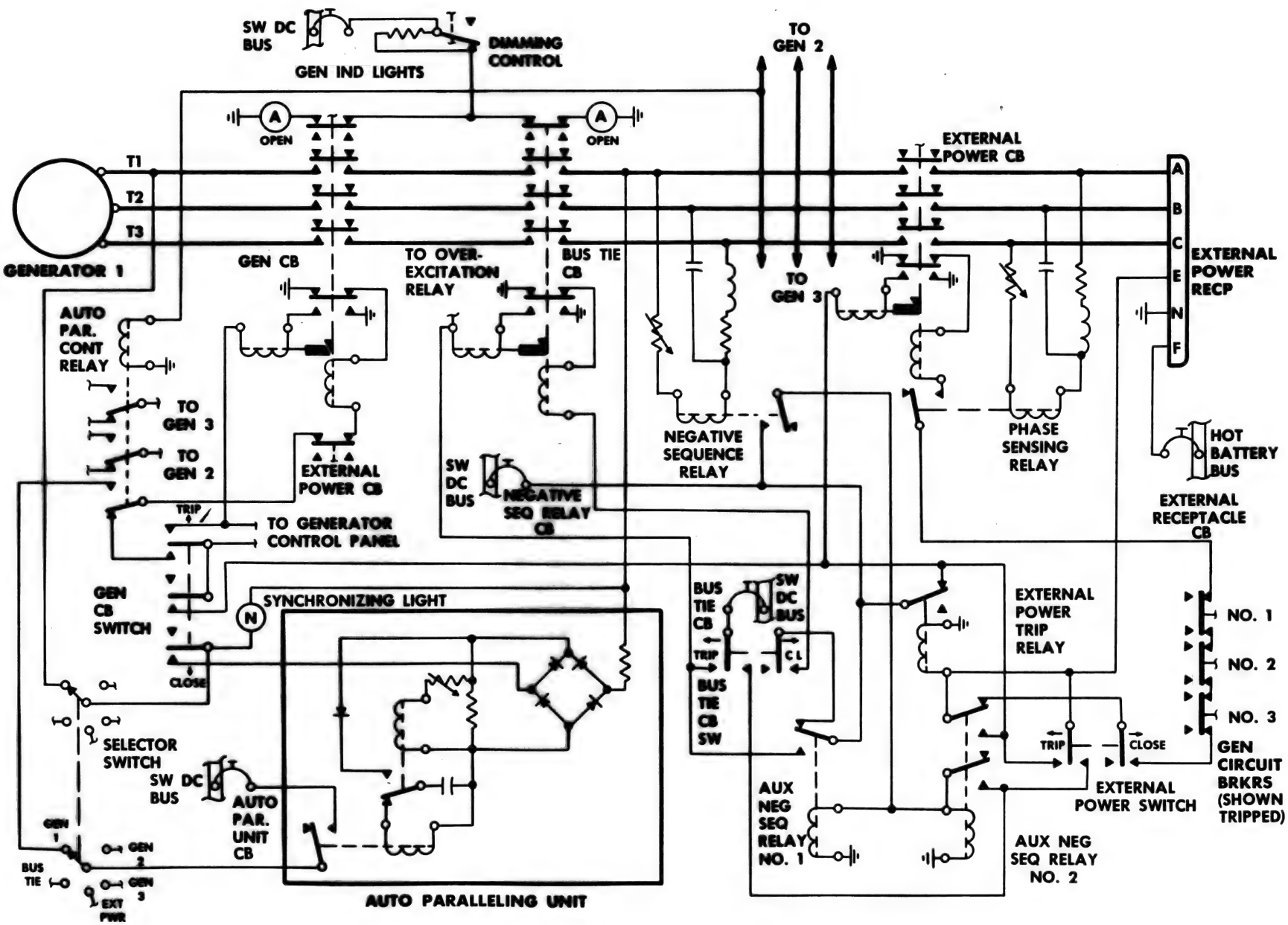
EXTERIOR LIGHTING



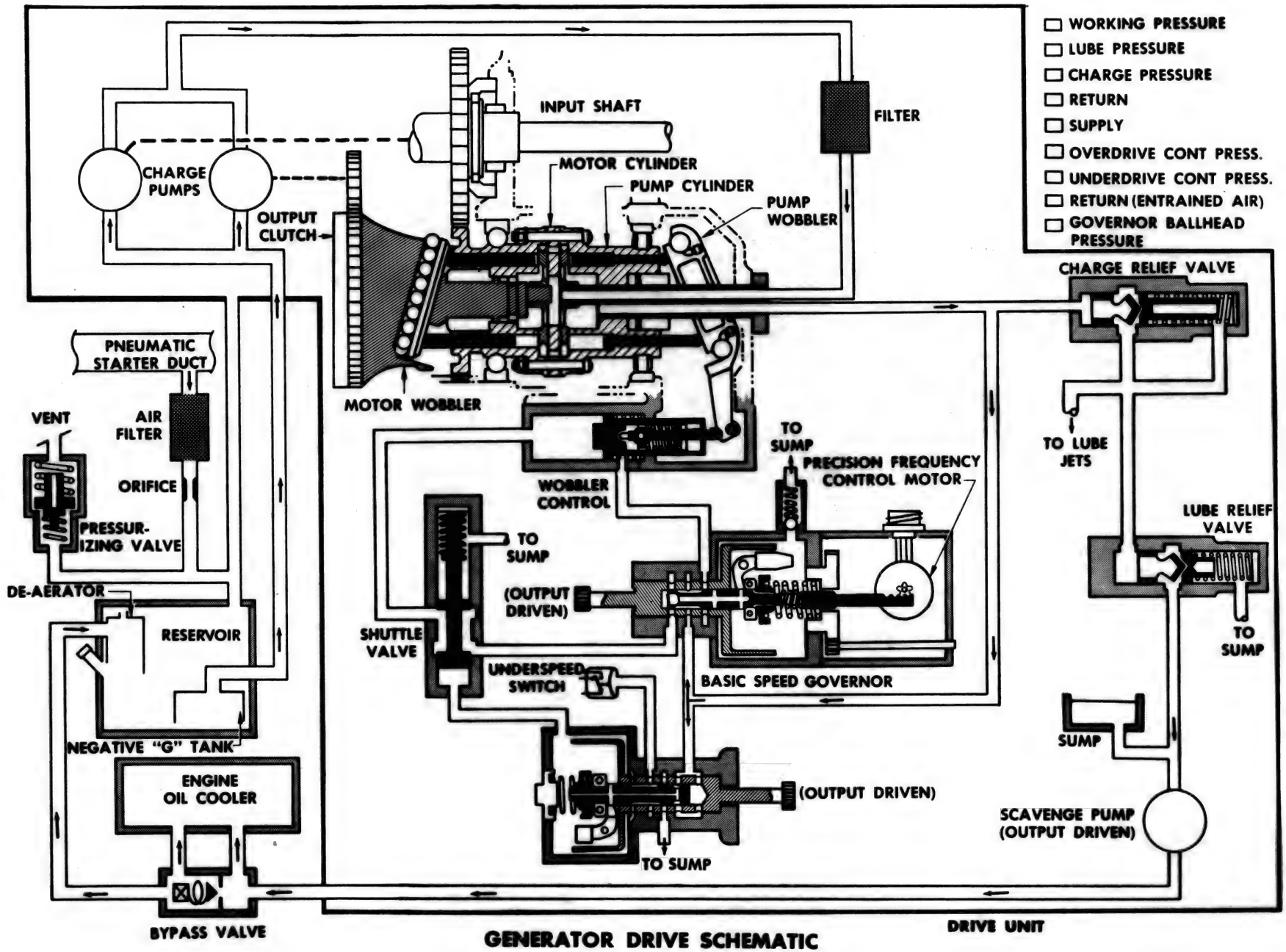
Access Doors and Inspection Openings - Bottom View
Figure 201



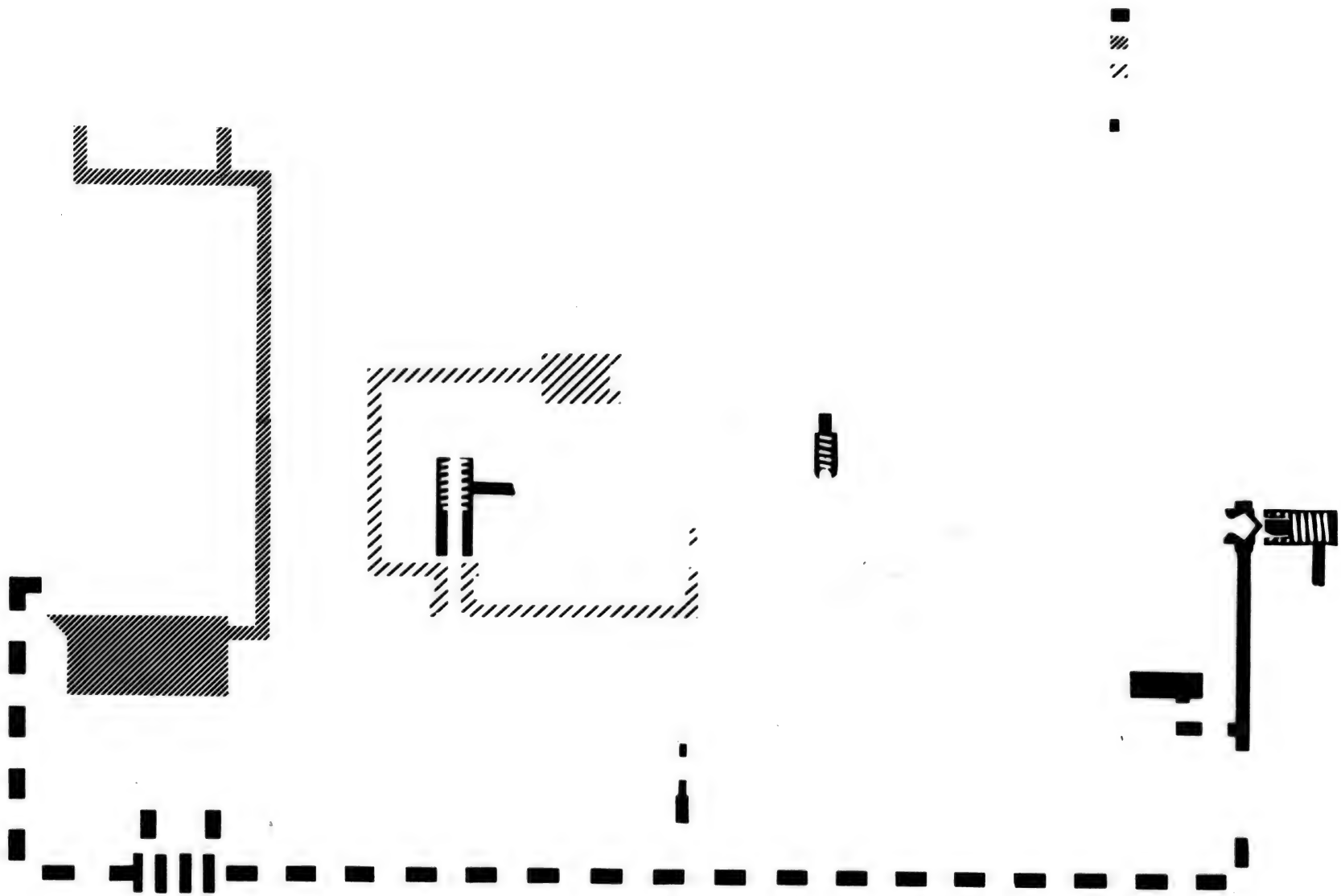
PITOT STATIC SYSTEM LOCATION

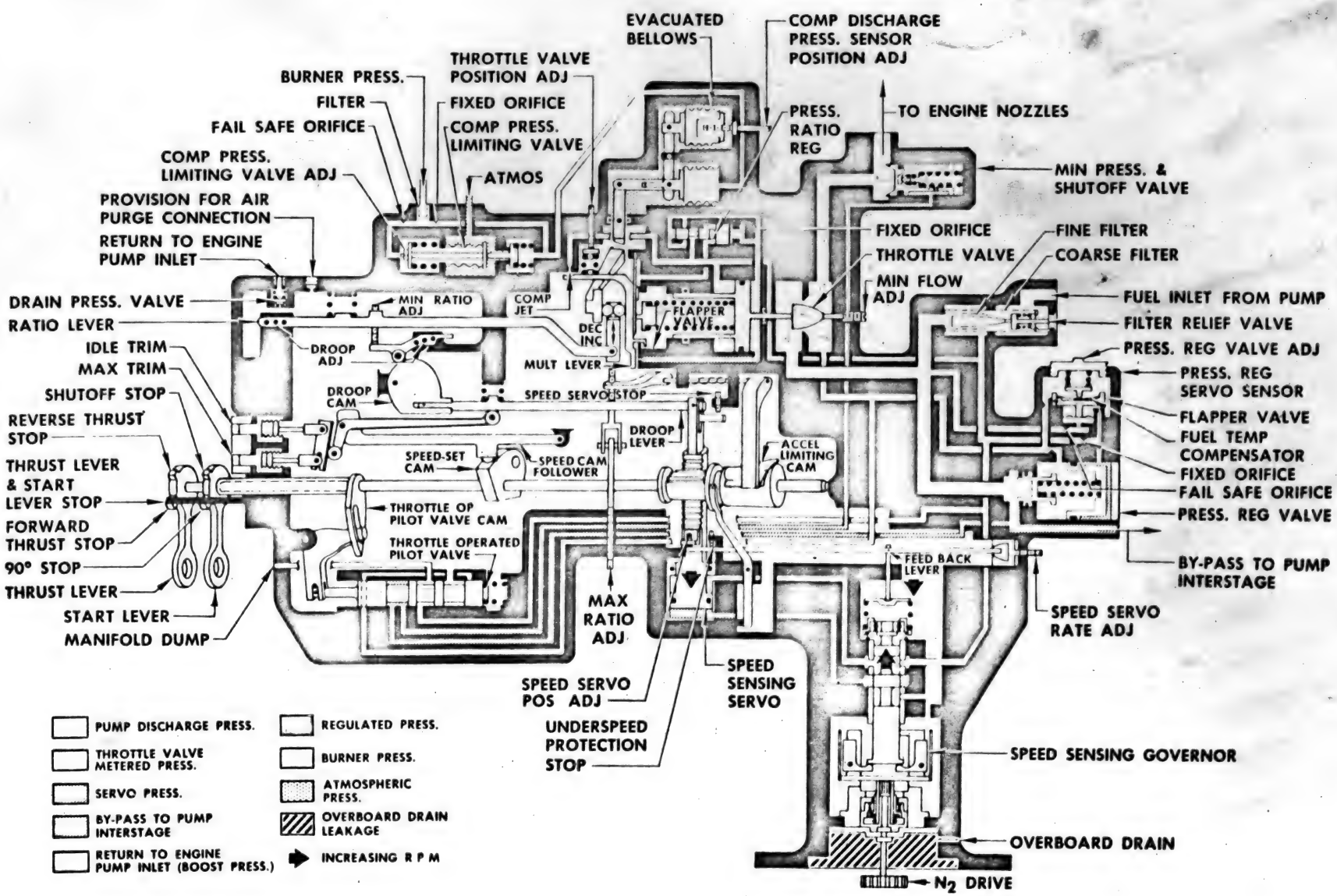


GENERATOR PARALLELING CIRCUIT

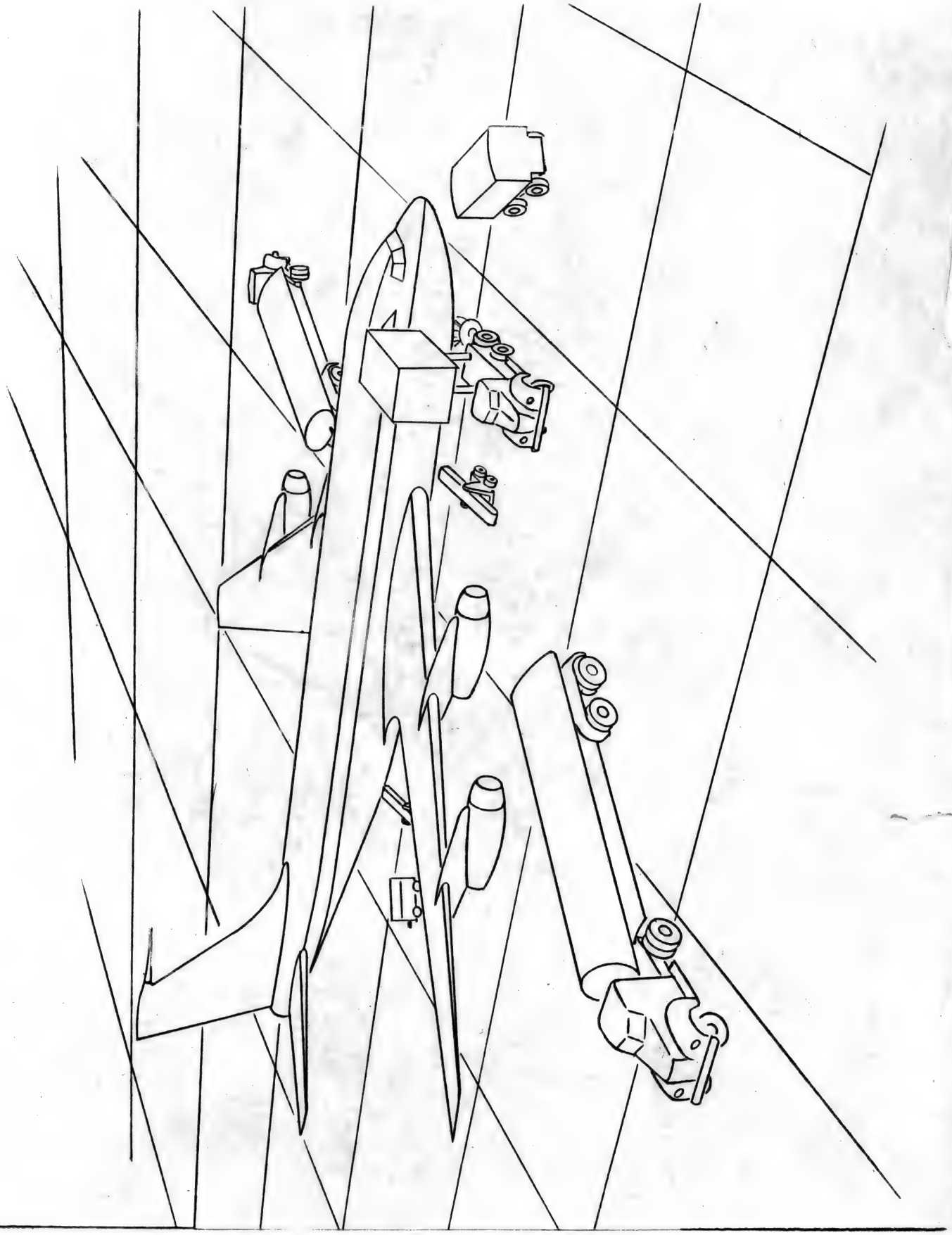


GENERATOR DRIVE SCHEMATIC





FUEL CONTROL UNIT



Typical Terminal Service Arrangement
Figure 203

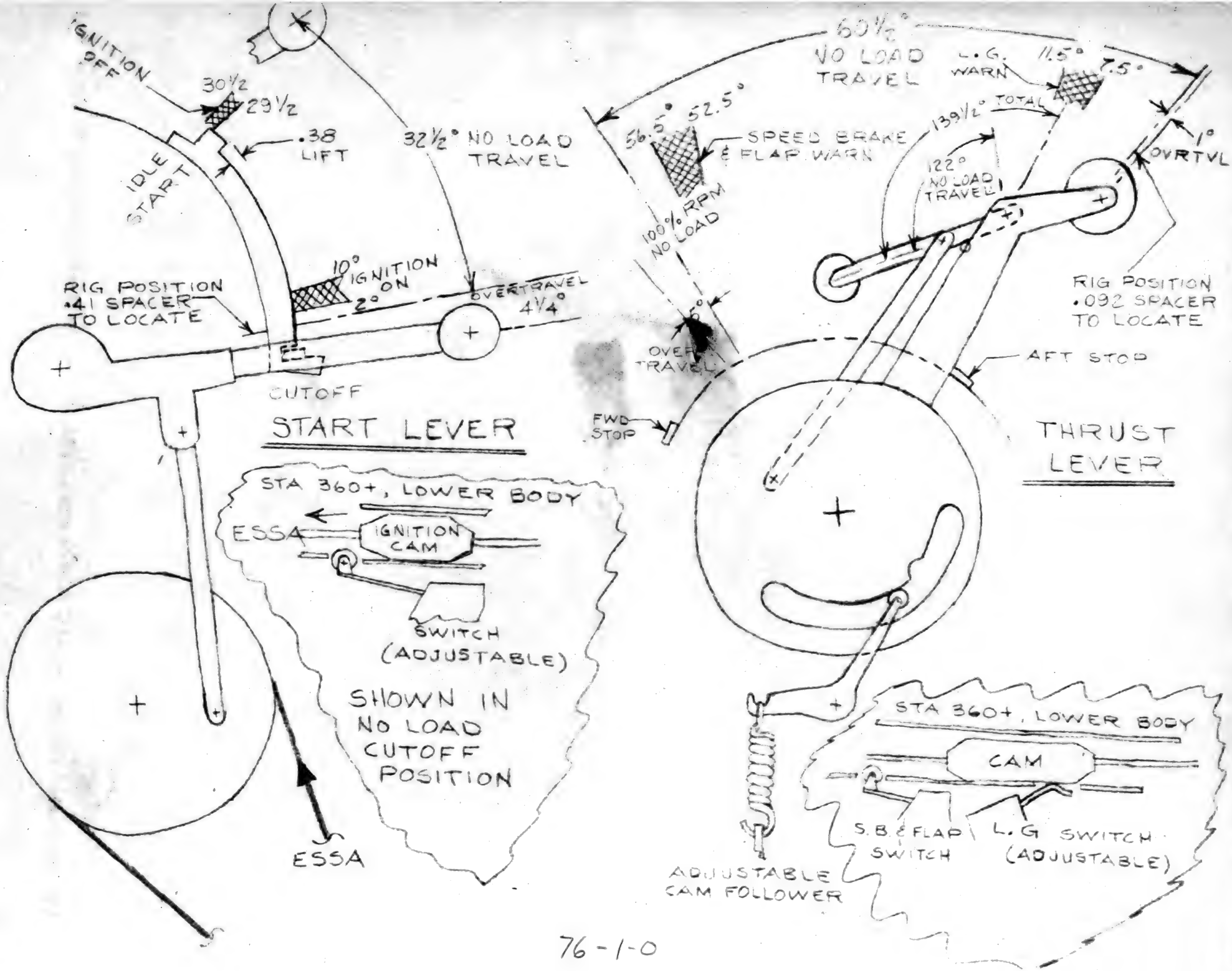
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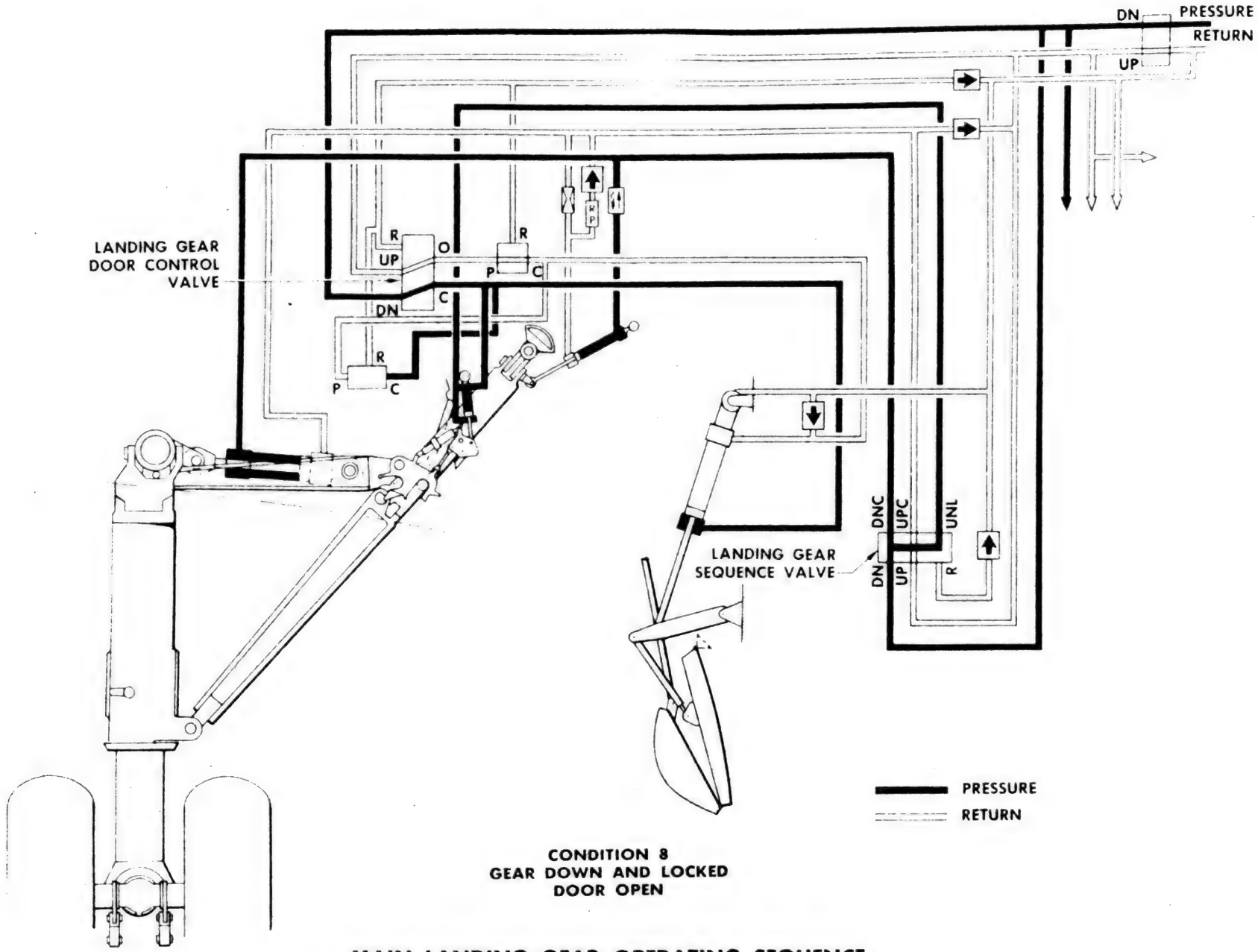
SECTION 82
WATER INJECTION

ART ORDER NUMBER		PAA-121 D6-1048	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-138 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	LUFT-430 D6-2761	BOAC-436	AII-437 D6-2762
82-1	JT3C-6 Engine Water Injection System	☒	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐
82-2	Water Injection Control System	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
82-3	Water Pump and Drain Valves	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
82-4	JT3C-6 Water Injection Engine Pump	☒	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐
82-5	Water Injection Wiring Diagram	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
82-6	Water Injection Pressure Regulator Schematic	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
82-7	Engine Water Injection Flow Distribution	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

☒ ANY OTHER WRITTEN

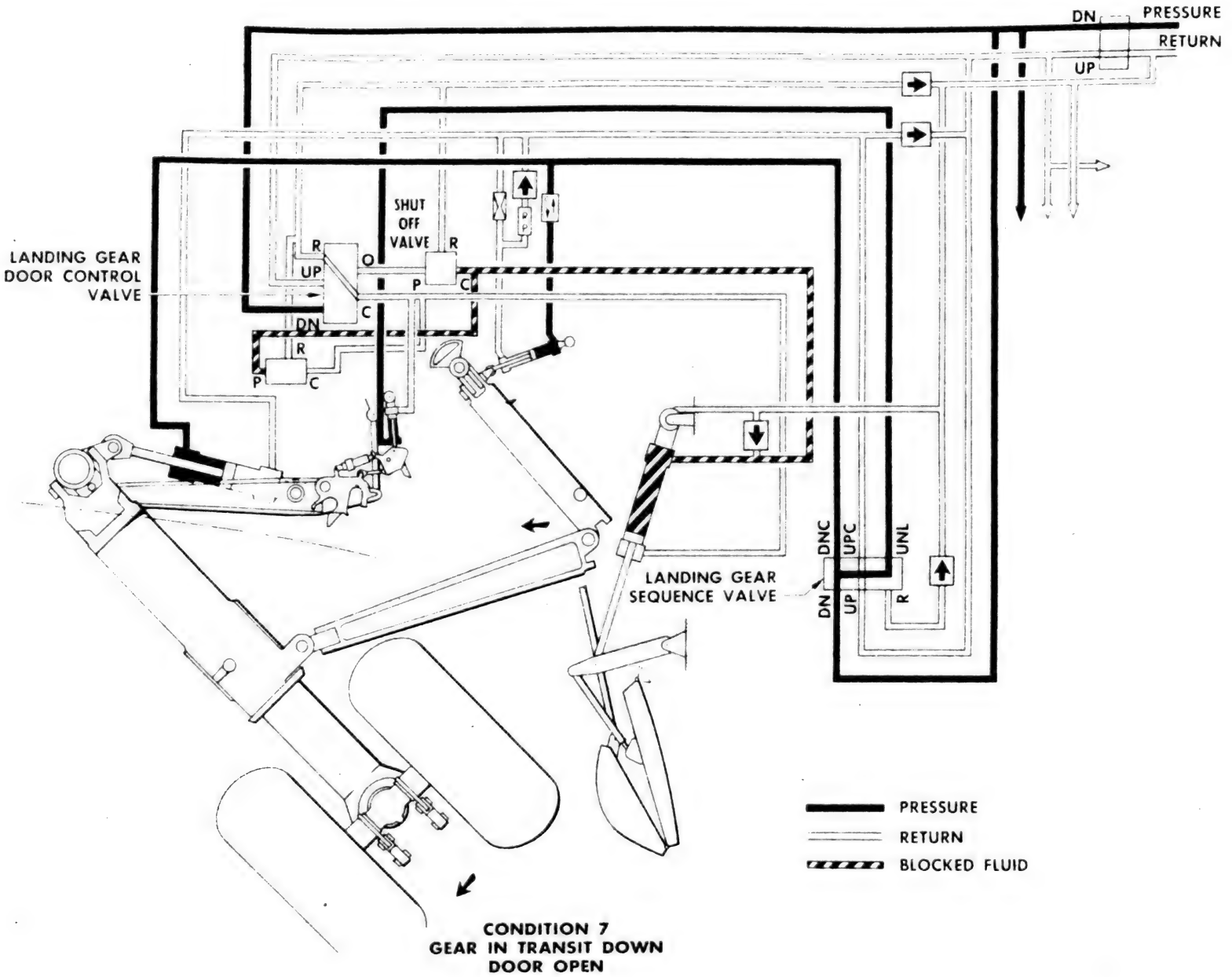
ATA ORDER NUMBER	SECTION 79 ENGINE OIL	PAA-121 D6-1345	AA-123 D6-2757	CAL-124 D6-2756	TWA-131 D6-2758	QEA-133 D6-2763	CUB-139	BNF-227 D6-2759	PAA-321	AF-328 D6-2761	SAB-329 D6-2760	TWA-331	JNPT-430 D6-2764	BOAC-436	ANA-437 D6-2762
79-1	Engine Oil System Schematic	E													
79-2	Engine Oil Cooler and Bypass Valve Assembly	A A	A												
79-3	Oil Pressure Indicating System Schematic	A													
79-4	Engine Oil Ground Cooling Control	X													
79-5	Engine Oil Tank	X													
79-6	Oil Cooler Ejector Valve Override	A													
79-7	ENGINE OIL DISTRIBUTION	X													


IGNITION OFF
30½
29½
.38 LIFT
IDLE START
32½° NO LOAD TRAVEL
10° IGNITION ON
2°
OVERTRAVEL 4¼°
RIG POSITION .41 SPACER TO LOCATE
CUTOFF
START LEVER
STA 360+, LOWER BODY
ESSA
IGNITION CAM
SWITCH (ADJUSTABLE)
SHOWN IN NO LOAD CUTOFF POSITION
ESSA
60½° NO LOAD TRAVEL
L.G. WARN
11.5°
7.5°
56.5°
52.5°
SPEED BRAKE & FLAP WARN
139½° TOTAL
1° OVRTVL
122° NO LOAD TRAVEL
100% RPM NO LOAD
5°
OVER TRAVEL
FWD STOP
AFT STOP
RIG POSITION .092 SPACER TO LOCATE
THRUST LEVER
STA 360+, LOWER BODY
CAM
S.B & FLAP SWITCH
L.G SWITCH (ADJUSTABLE)
ADJUSTABLE CAM FOLLOWER

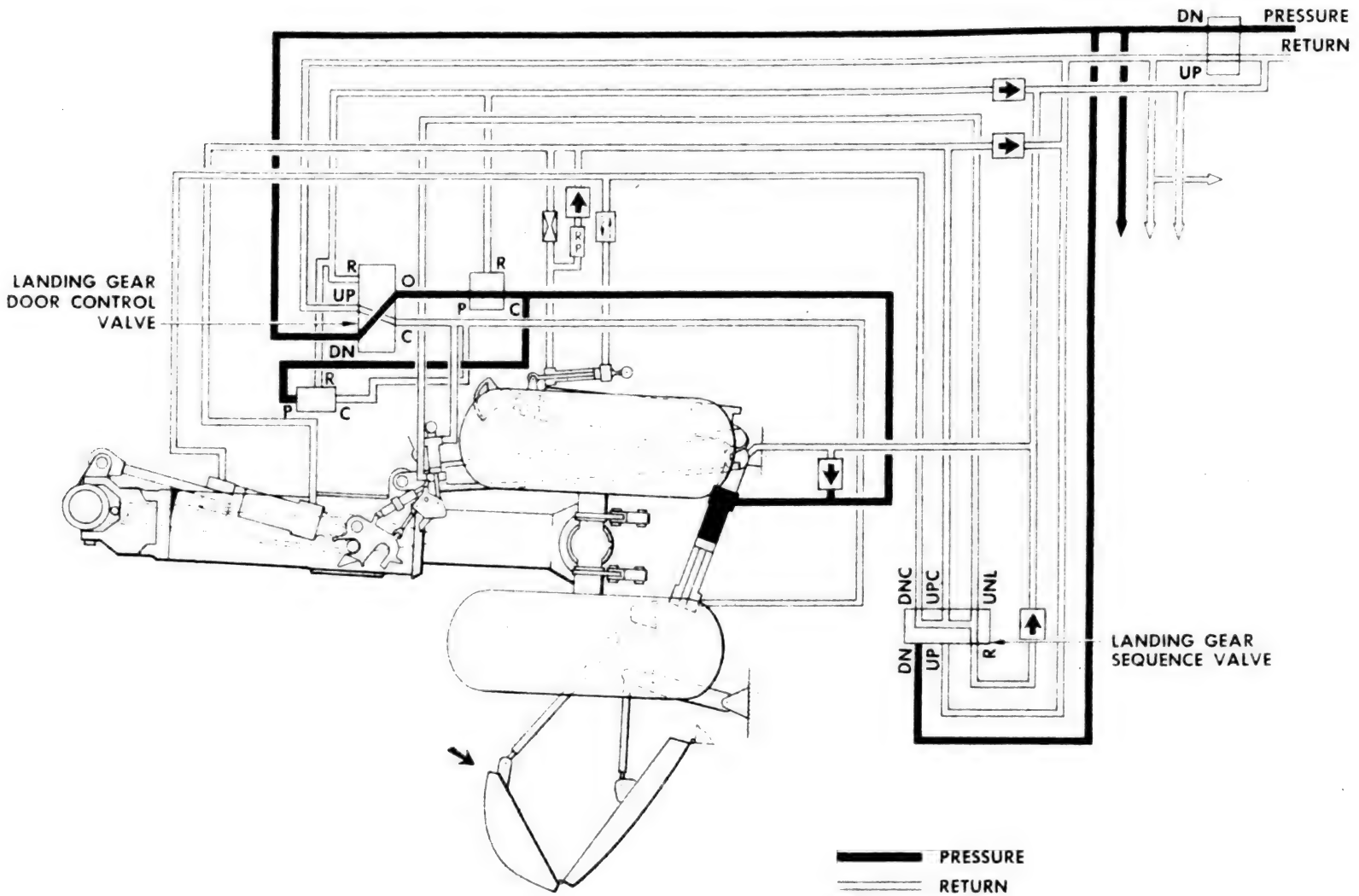


CONDITION 8
GEAR DOWN AND LOCKED
DOOR OPEN

MAIN LANDING GEAR OPERATING SEQUENCE

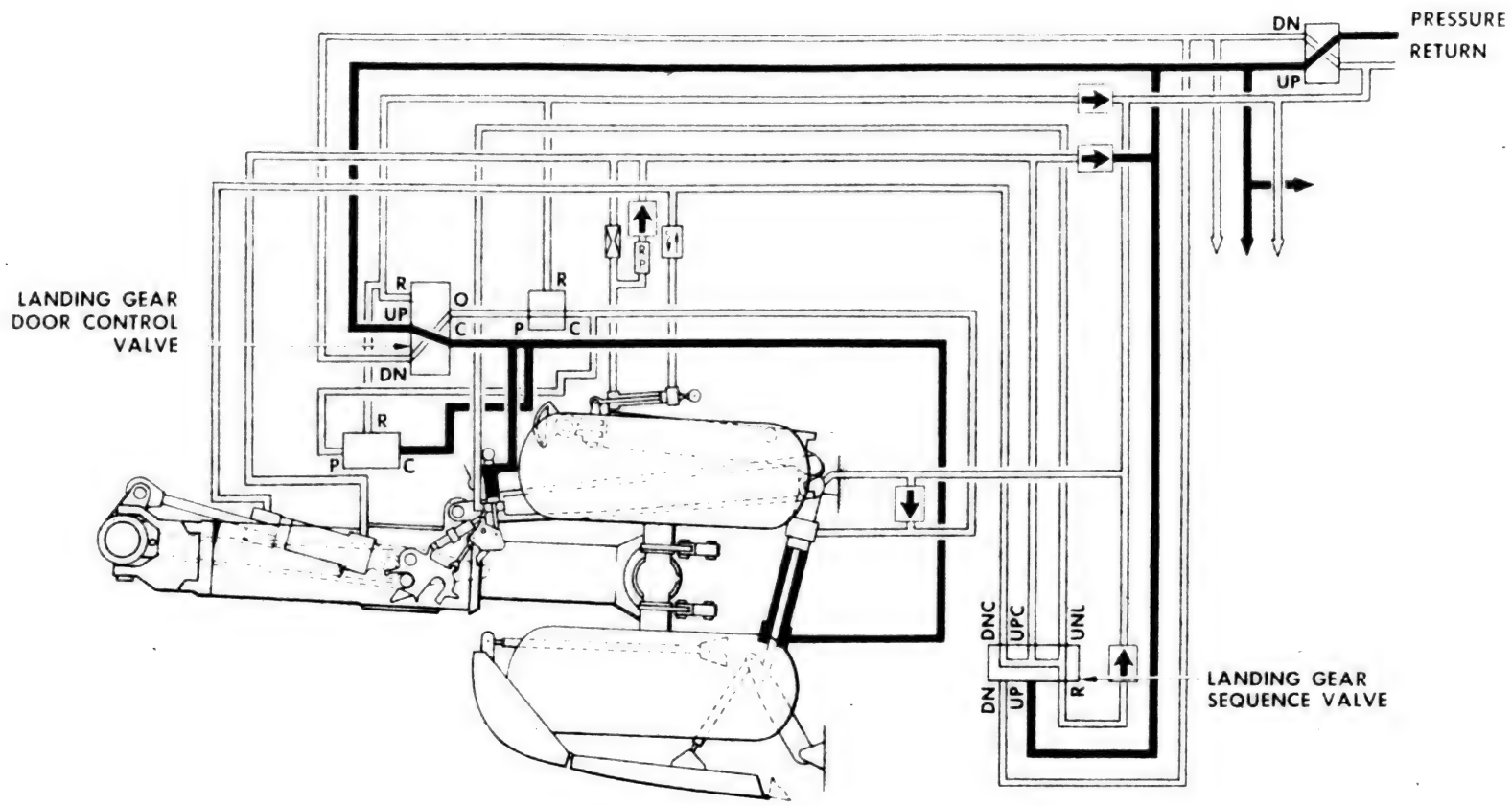


MAIN LANDING GEAR OPERATING SEQUENCE



CONDITION 6
GEAR UP AND LOCKED
DOOR OPENING

MAIN LANDING GEAR OPERATING SEQUENCE

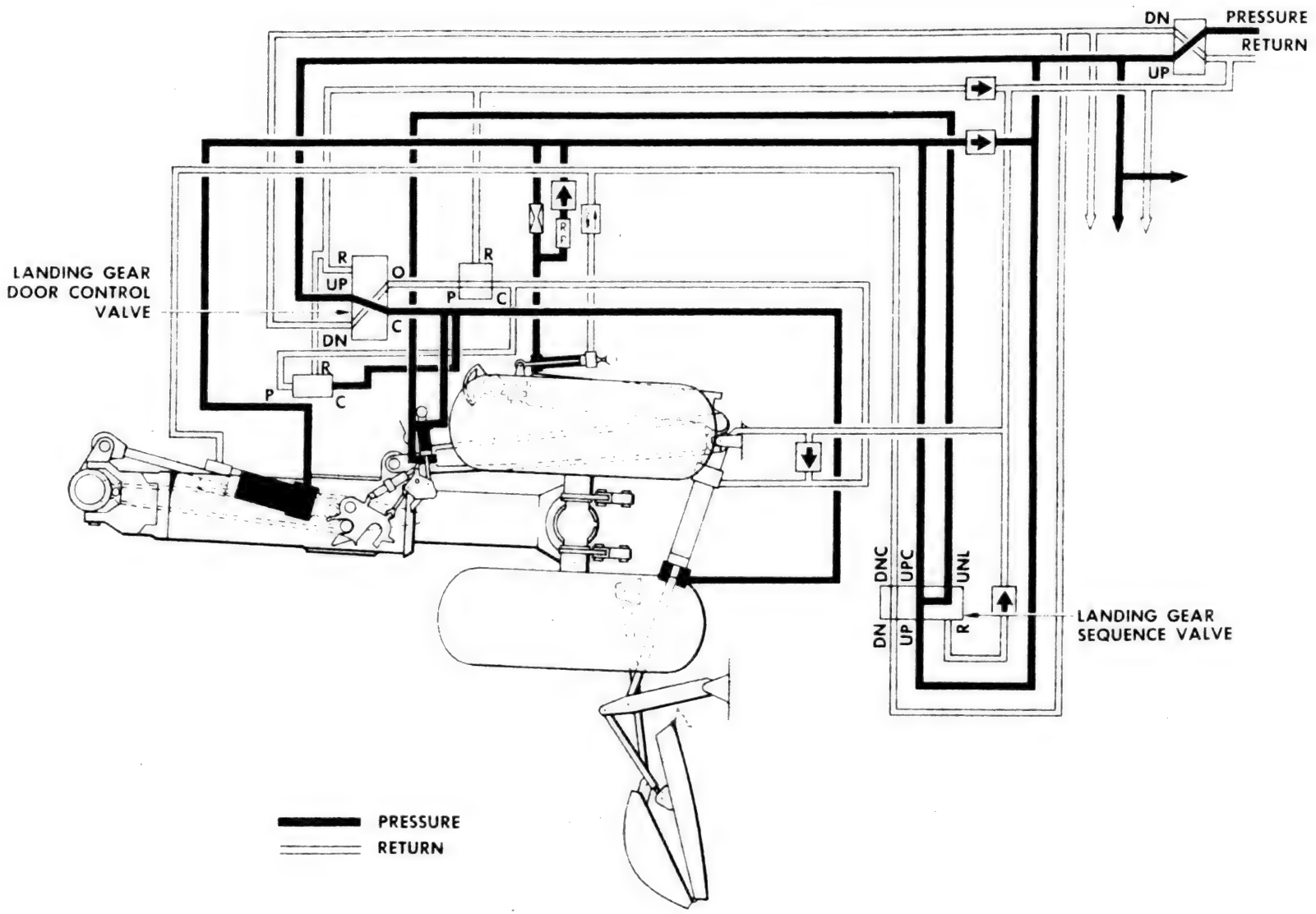


PRESSURE

RETURN

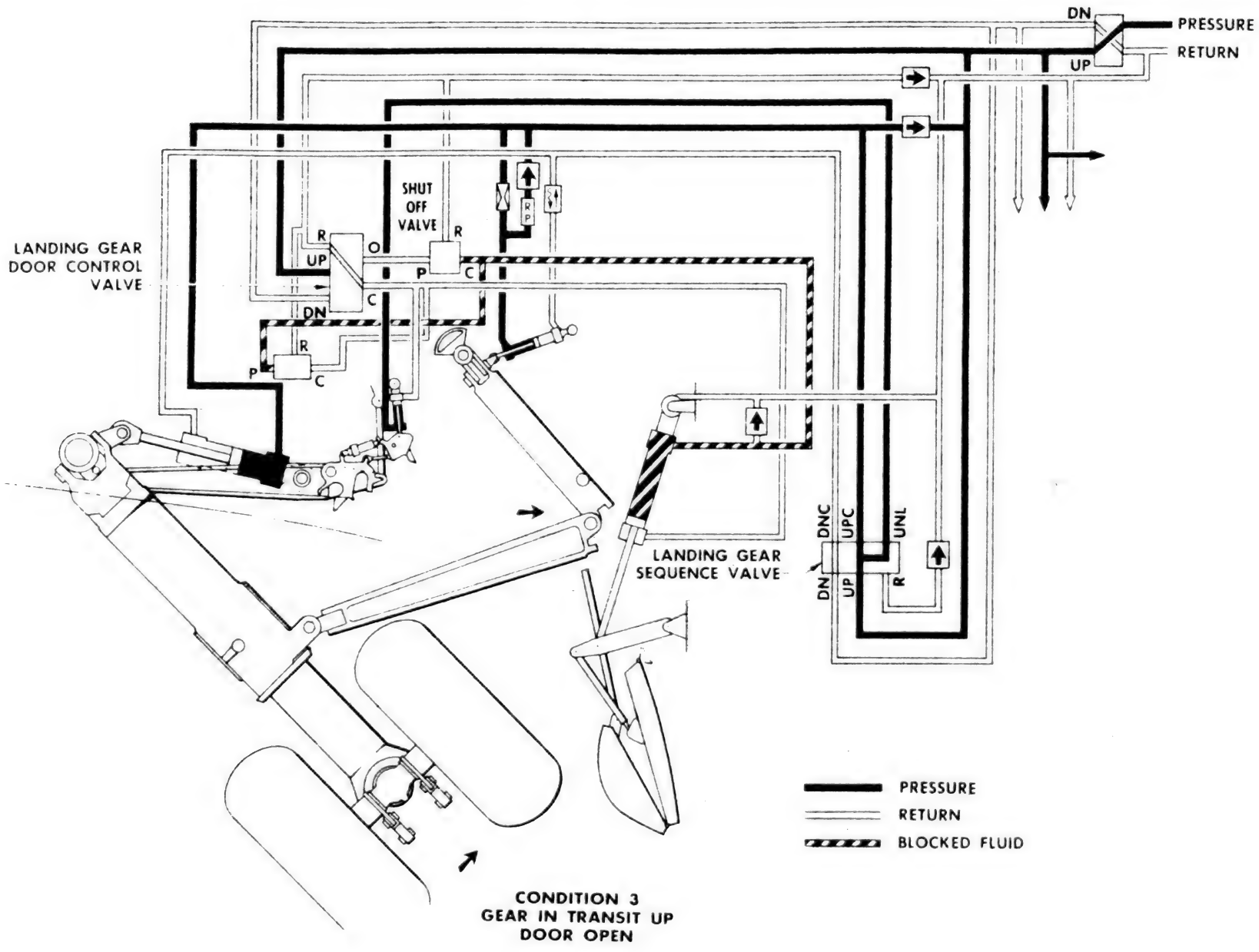
CONDITION 5
GEAR UP AND LOCKED
DOOR CLOSED

MAIN LANDING GEAR OPERATING SEQUENCE

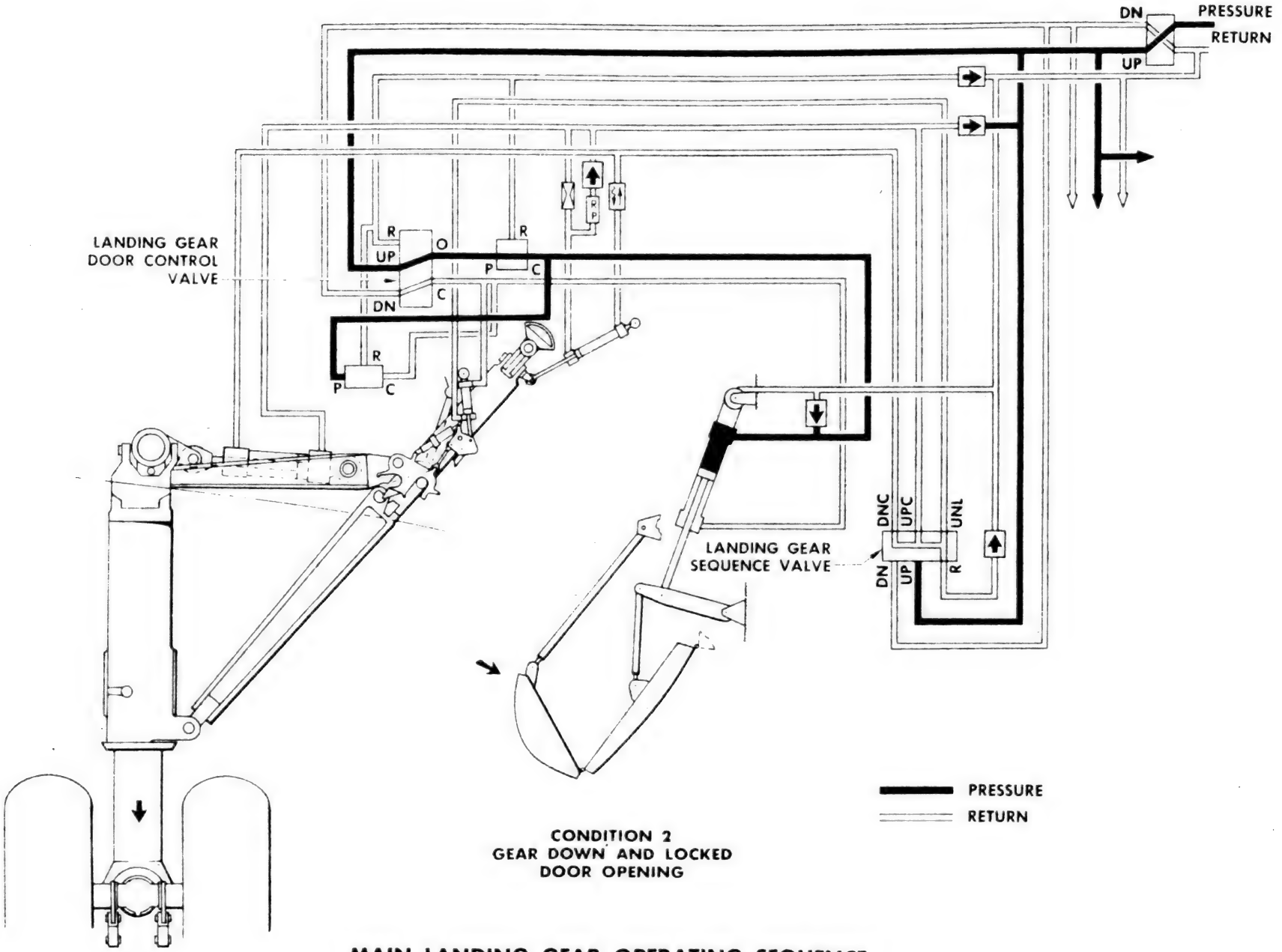


CONDITION 4
GEAR UP AND LOCKED
DOOR OPEN

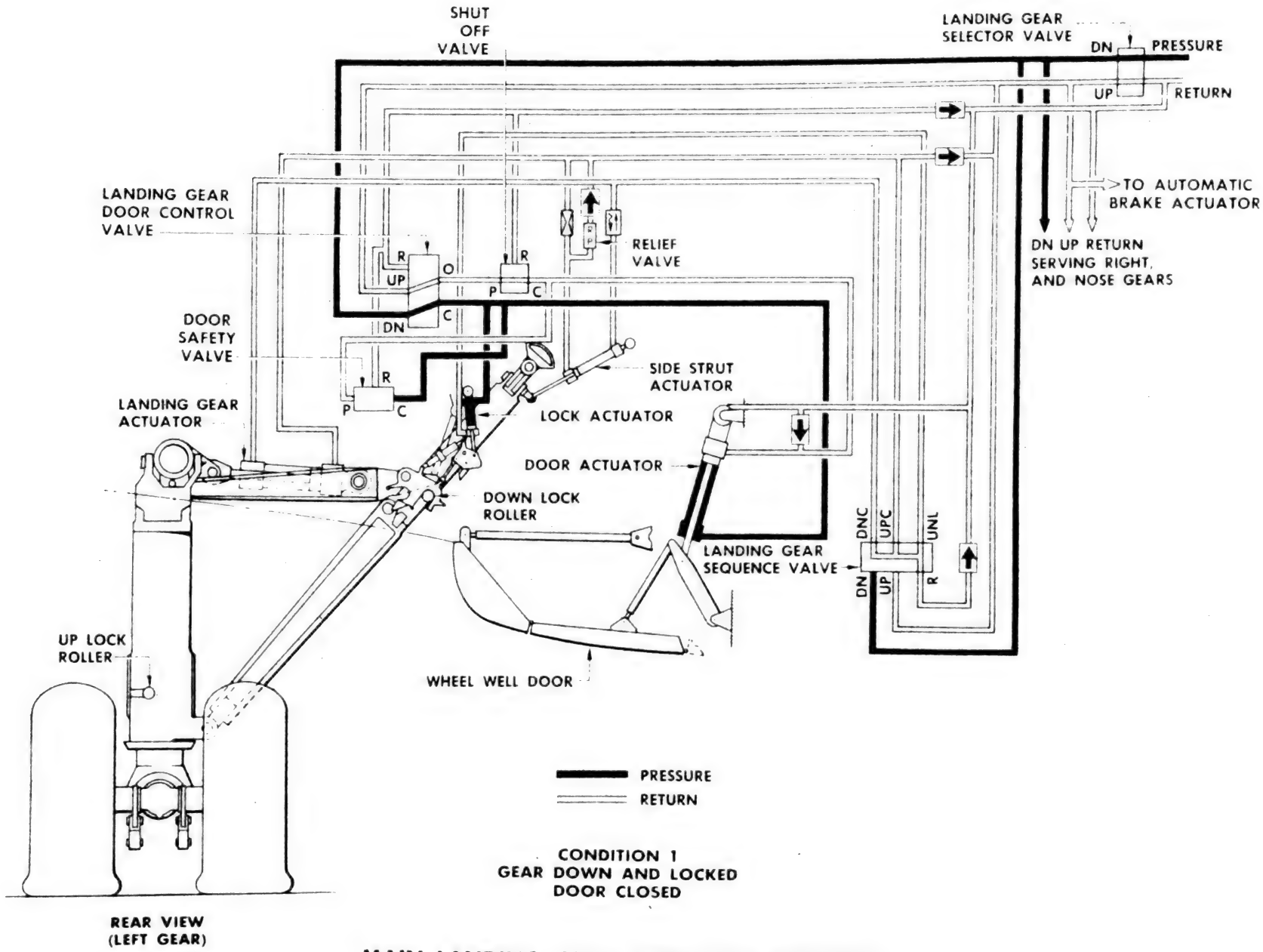
MAIN LANDING GEAR OPERATING SEQUENCE



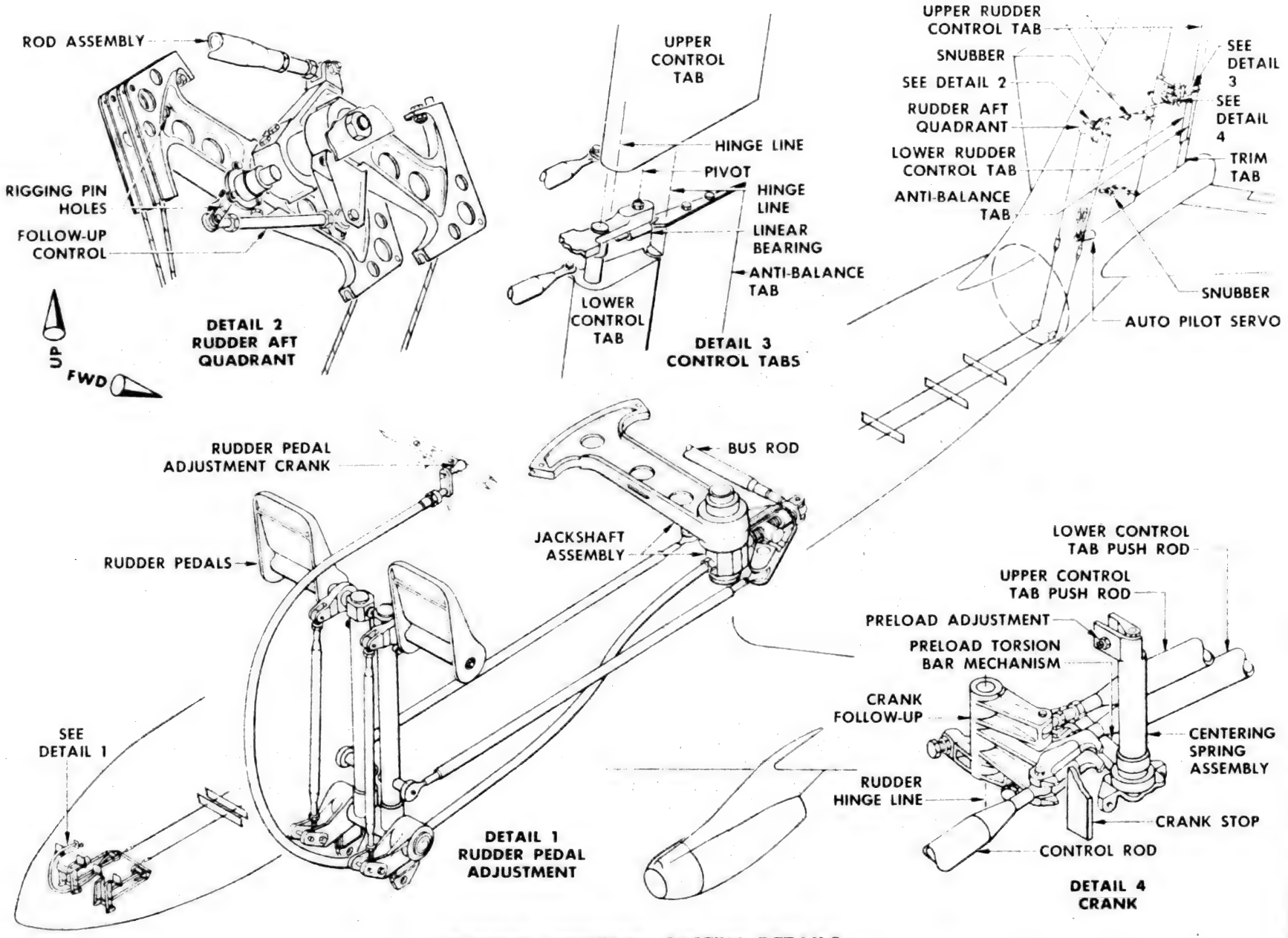
MAIN LANDING GEAR OPERATING SEQUENCE



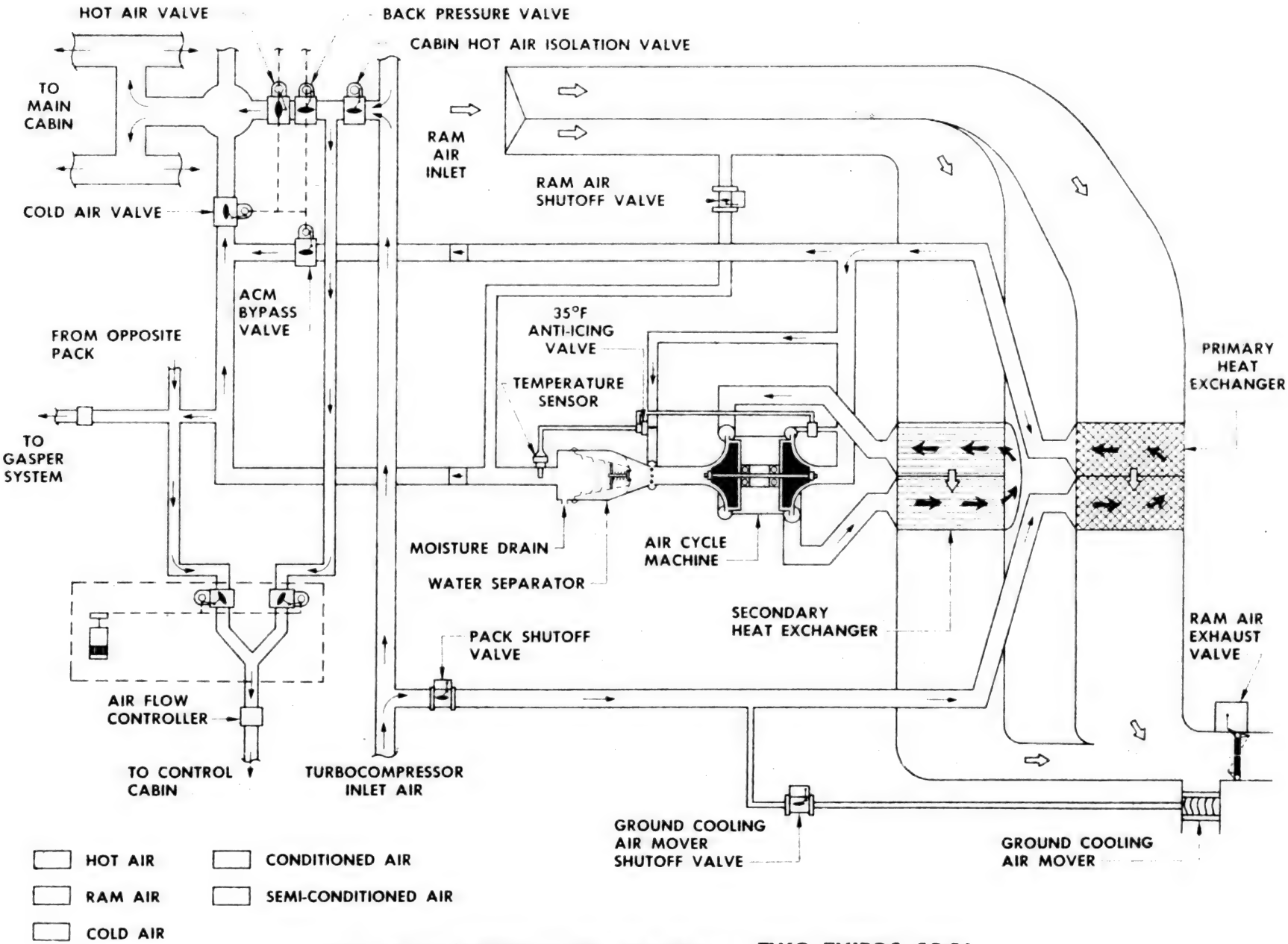
MAIN LANDING GEAR OPERATING SEQUENCE



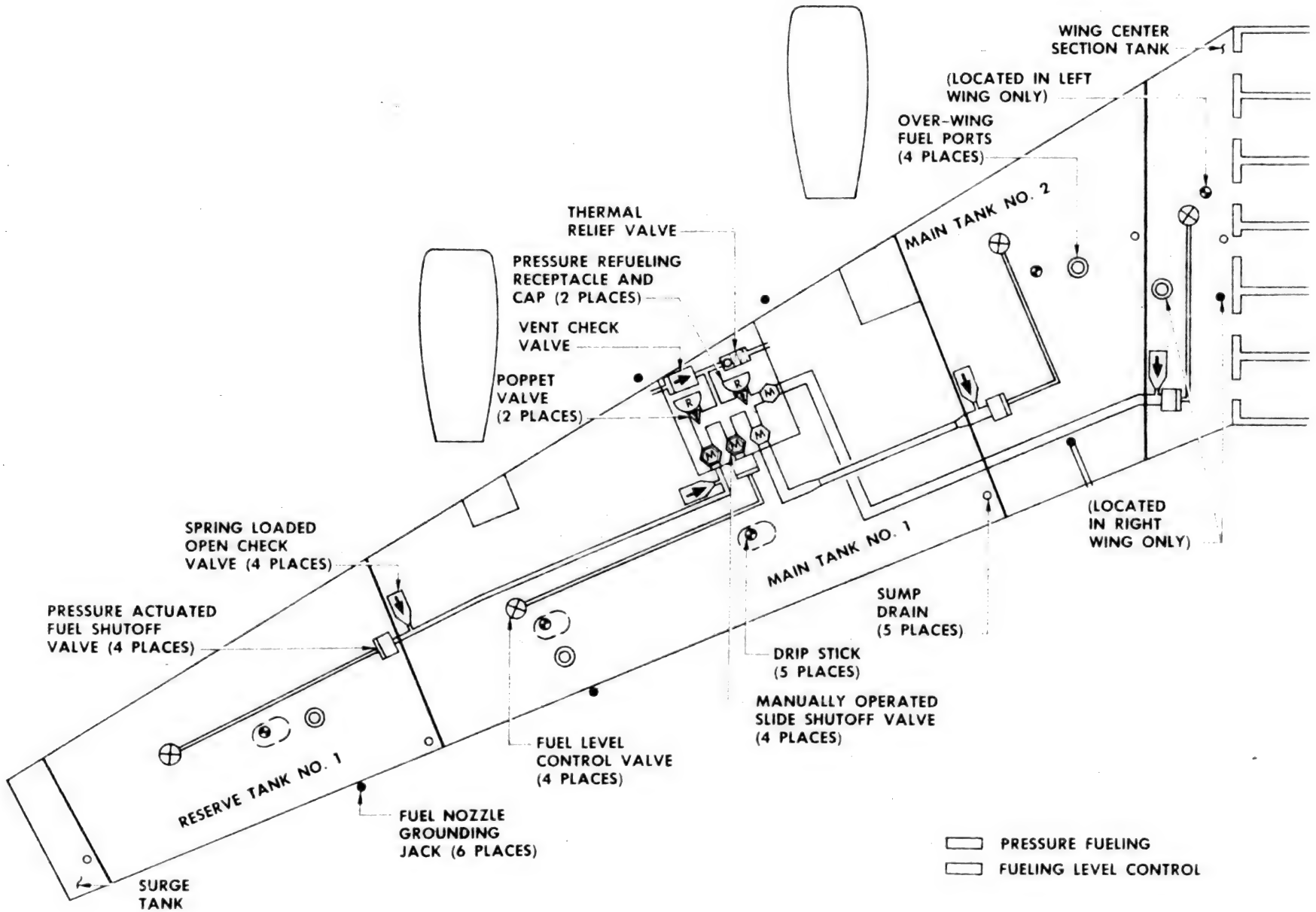
MAIN LANDING GEAR OPERATING SEQUENCE



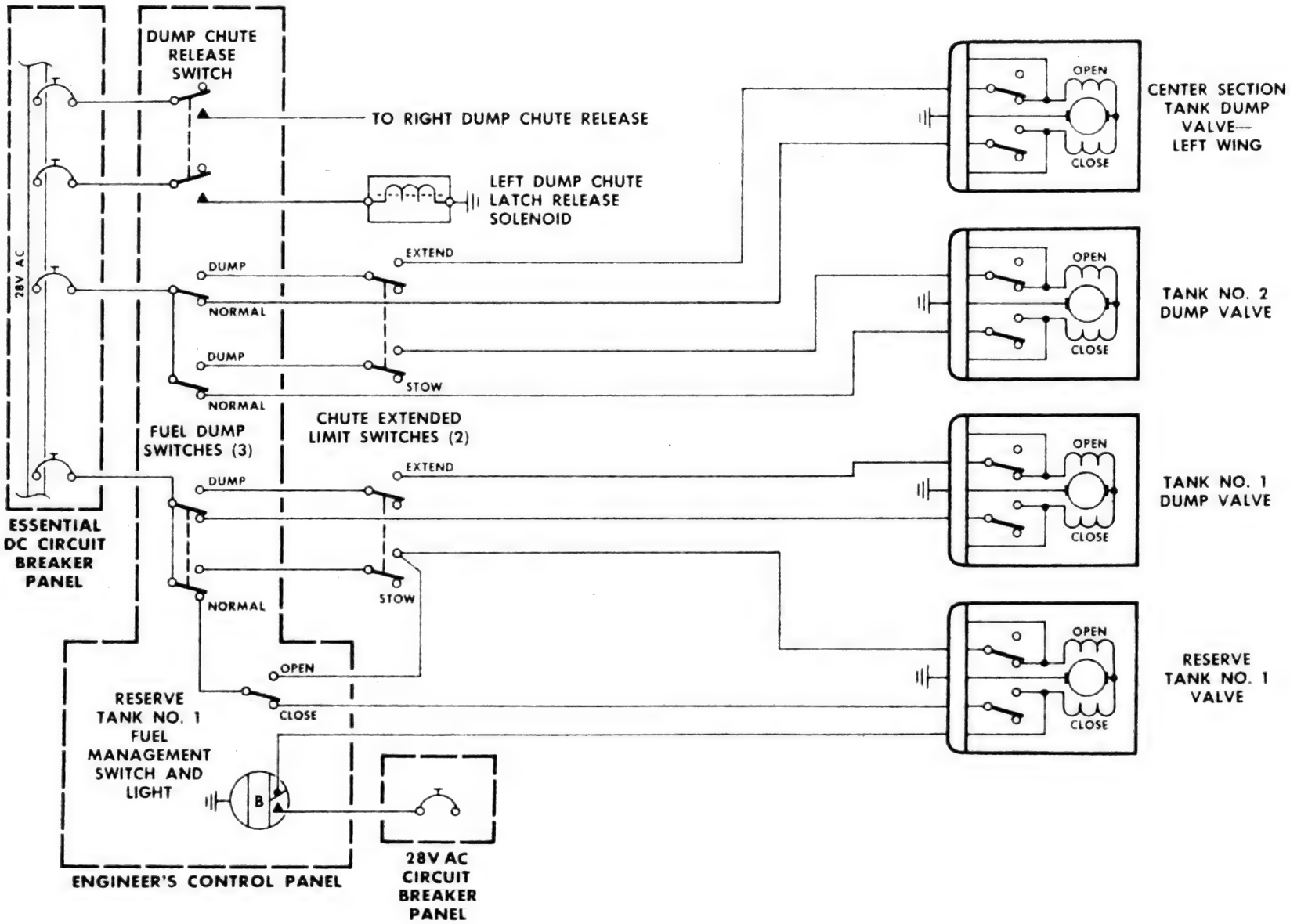
RUDDER CONTROL SYSTEM DETAILS



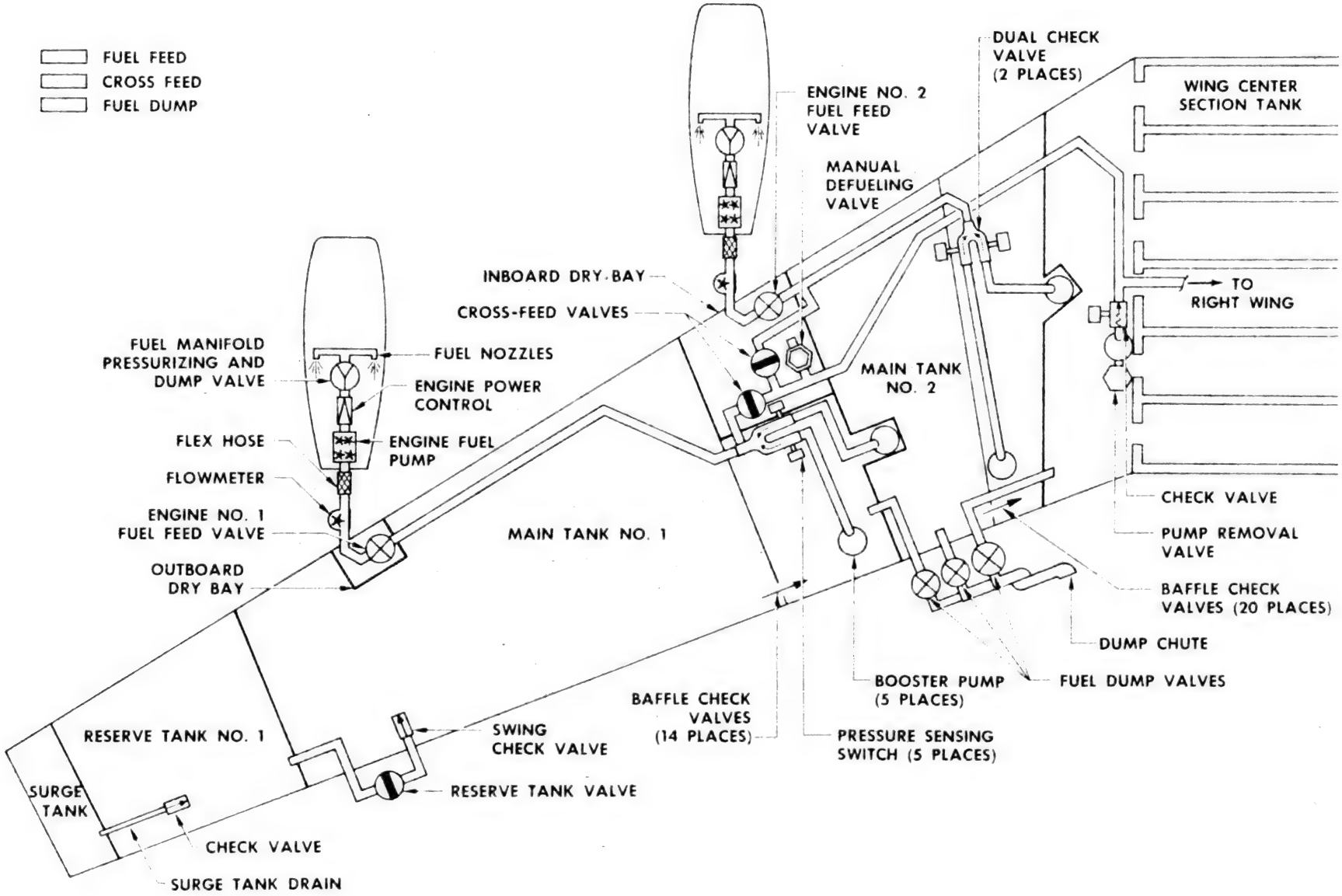
AIR CYCLE SYSTEM FLOW DIAGRAM — TWO THIRDS COOL



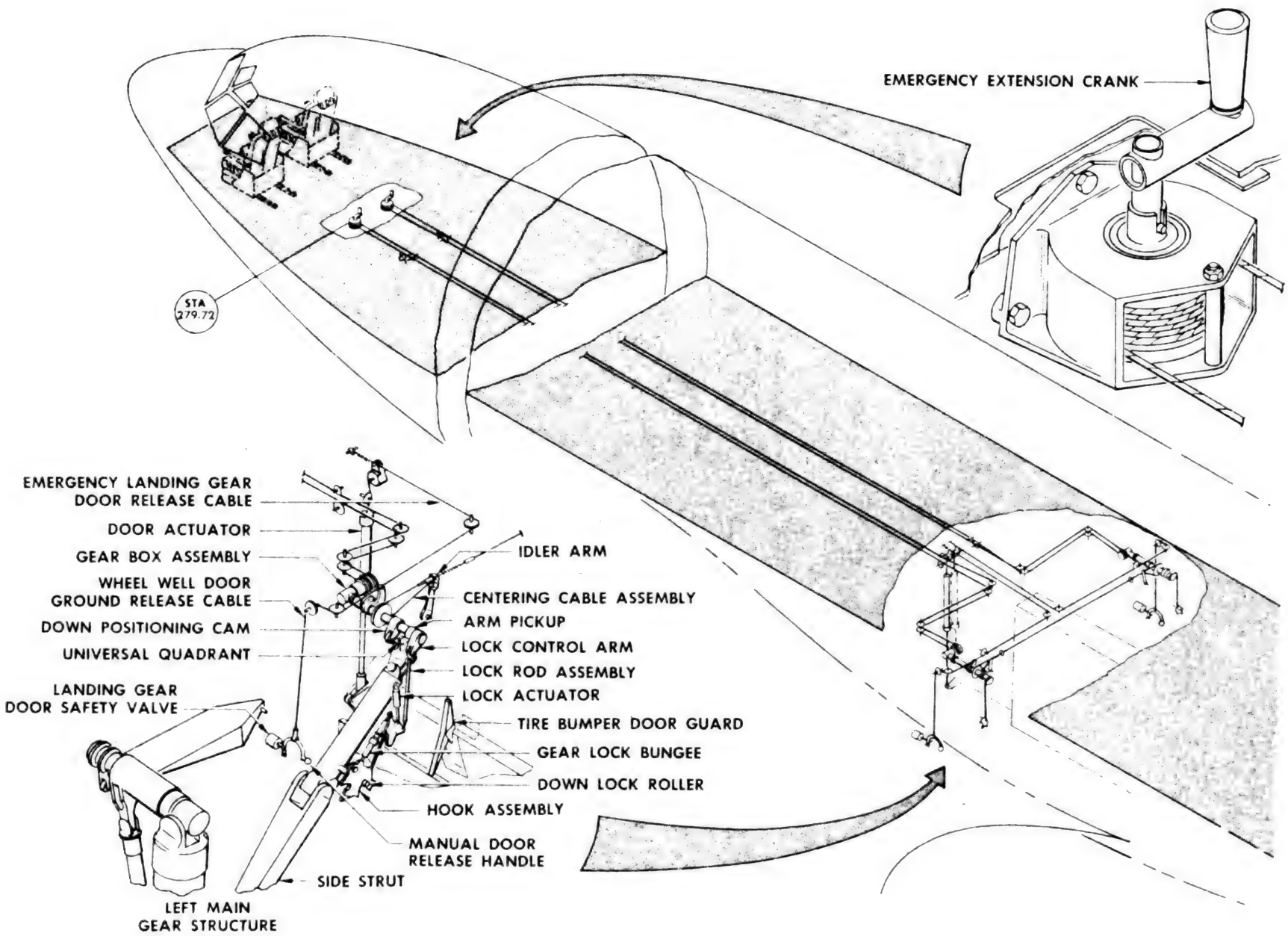
FUELING SYSTEM



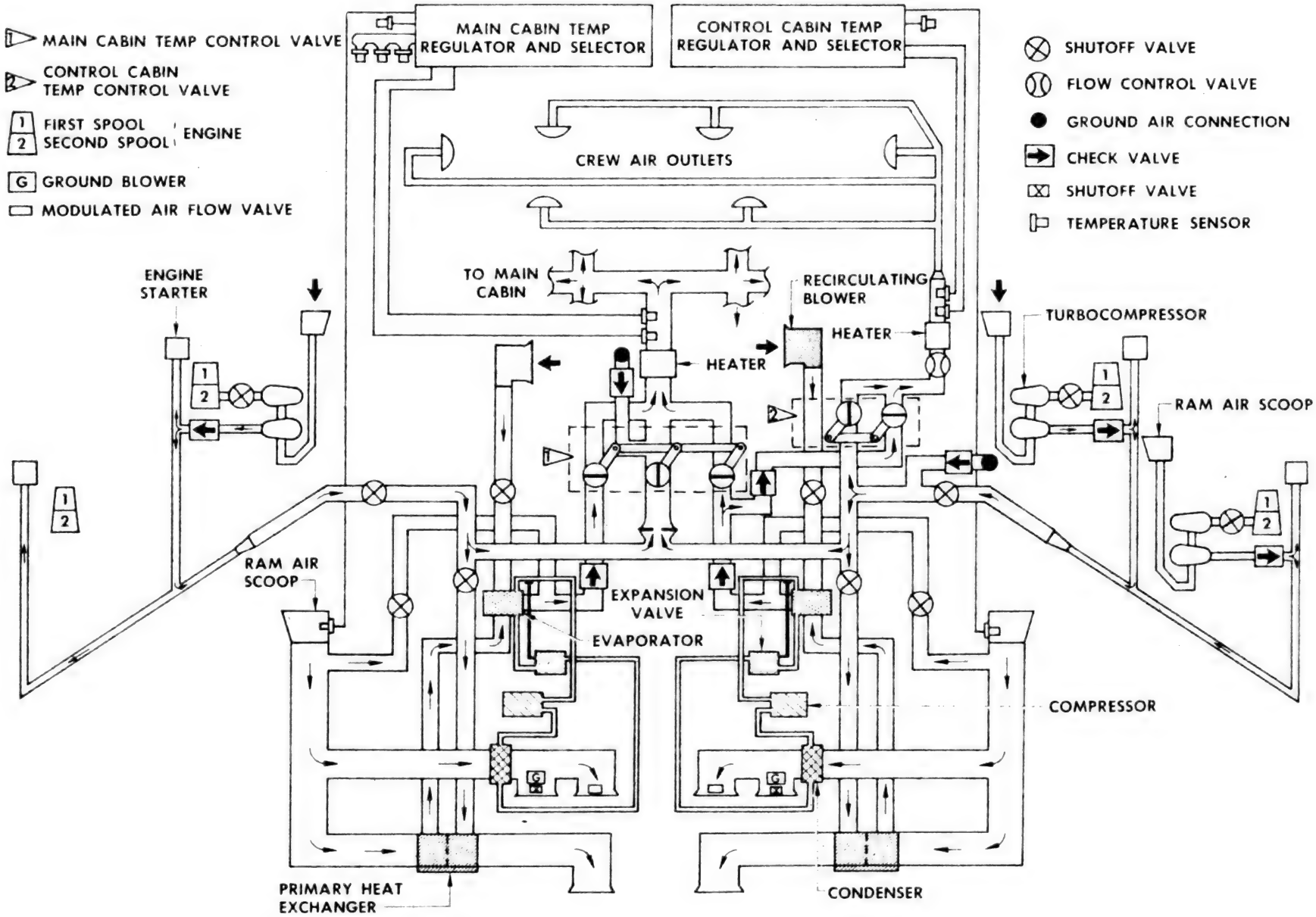
FUEL DUMP CONTROL CIRCUIT—LEFT WING



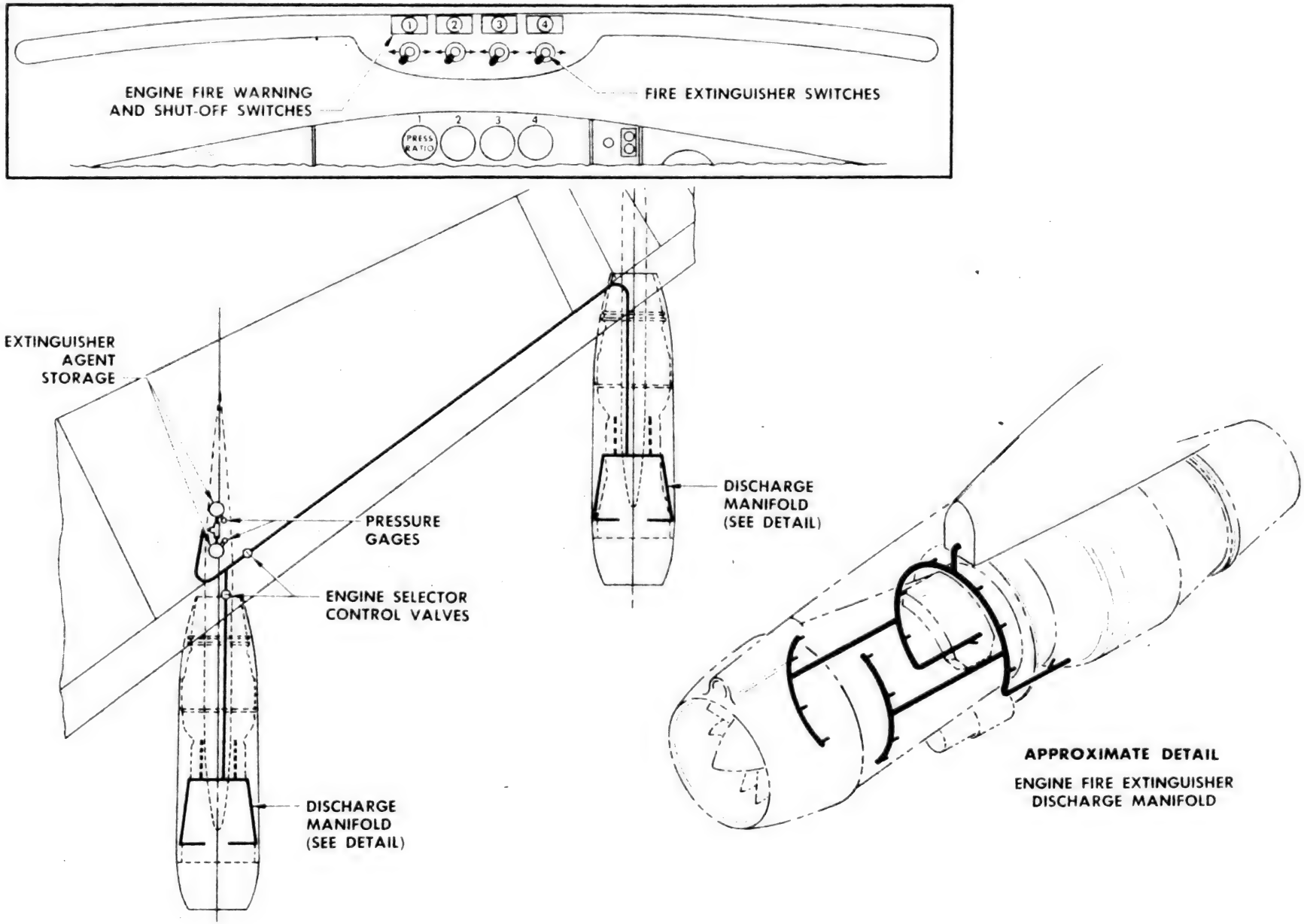
FUEL FEED AND FUEL DUMP SYSTEMS



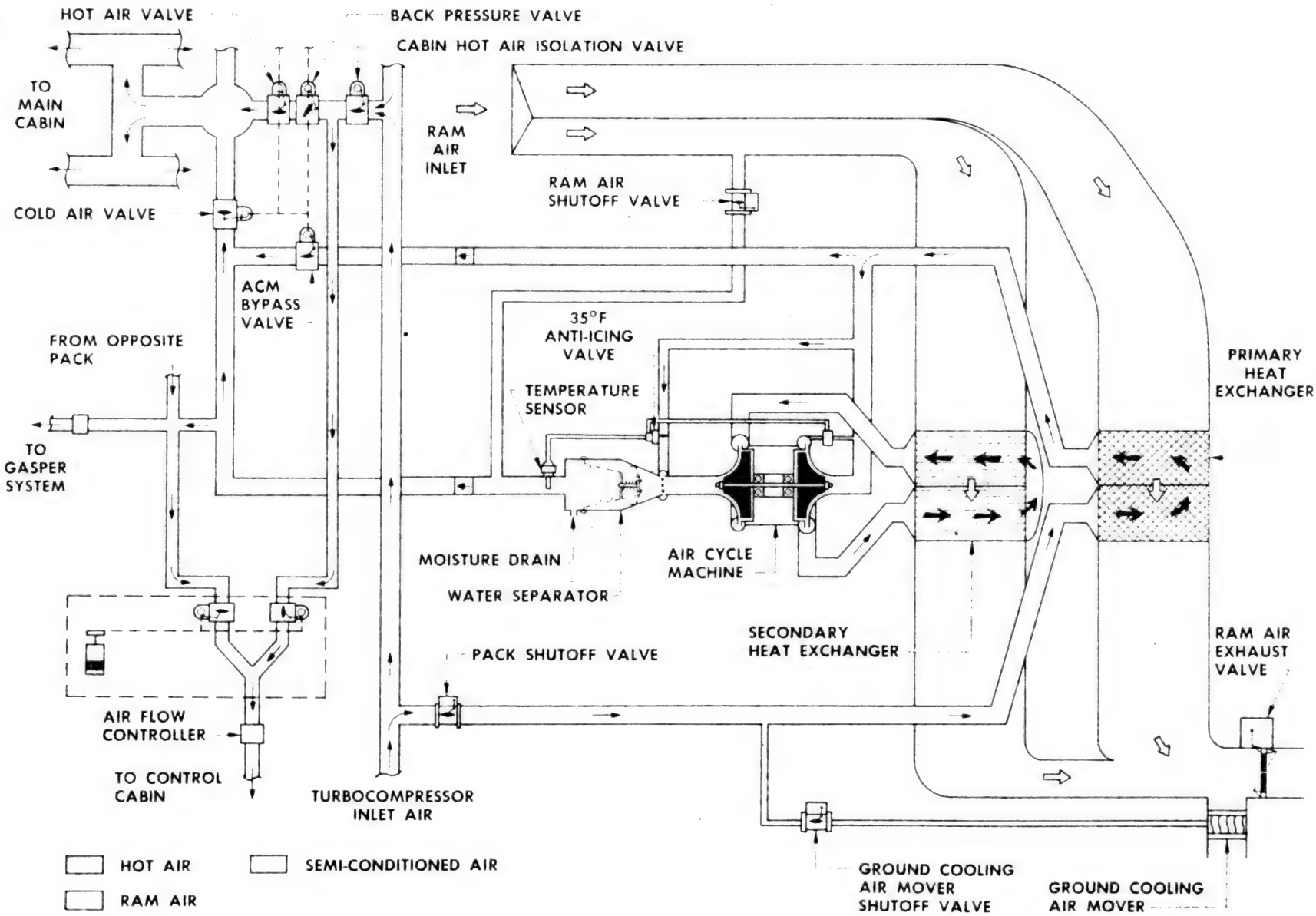
MAIN GEAR EMERGENCY EXTENSION SYSTEM



VAPOR CYCLE AIR CONDITIONING SYSTEM SCHEMATIC



ENGINE FIRE EXTINGUISHING SYSTEM



AIR CYCLE SYSTEM FLOW DIAGRAM—FULL HEAT CONDITION

707

Main Gear

OPERATING SEQUENCE

9 FRAMES

ELECTRONIC

KEYER

TOUCH

INSTRUCTION BOOK

CRS CO.

KENT, WASH.

Technical Specifications
of the
ELECTRONIC TOUCH KEYER
Model Mark V

1.	Code Speed	7 to 55 words per minute
2.	Dot-Dash Ratio	1:3
3.	Automatic Space Ratio	1 (element) : 3 (letter) : 7 (word)
4.	Aural Output	Speaker with level control
5.	Output Method	Dry Reed Relay contacts
6.	Mode Control	'AUTO' for automatic spacing of character elements, characters, and words. 'SPACING OFF' for manual control of spacing of elements of each character. 'TUNE' for adjusting associated RF Transmitter. Warning light when in manual spacing mode.
7.	Integrated Circuits	17
8.	Light Emitting Diodes	2 ea. LED's 1 ea. BiLED
9.	Internal Operating Power	5 Vdc, Regulated
10.	Power Requirements	120 V, 60 Hz, 7 W
11.	Net Weight	4.5 pounds

February, 1976

OPERATING YOUR NEW ELECTRONIC TOUCH KEYER
Model Mark V

INITIAL TEST:

1. On-Off Volume control fully counterclockwise.
2. Mode control switch to 'AUTO'.
3. 'SPEED' control fully counterclockwise.
4. External paddle type key in key jack.
5. Plug line cord into 120 volt AC outlet.
6. Turn 'On-Off' control half turn clockwise.
   a. Green 'SPACE' BiLED will light.
   b. If either 'DOT' or 'DASH' light is on, touch key paddle to either 'DOT' or 'DASH' position and the light will turn off.
7. Close Dot contact on paddle key.
   a. Keyer will make continuous dots which can be heard in the speaker. Adjust volume for comfortable level.
   b. 'DOT' LED will light with each dot.
   c. 'SPACE' BiLED will turn red during the space between the dots.
   d. Release key. 'SPACE' BiLED will turn red following last dot, for lengthy period indicating word space, then return to green.
8. Close dash contact on the paddle key and check action of 'DASH' LED and 'SPACE' BiLED.
9. Turn mode switch to 'SPACING OFF'.
   a. 'SPACE' BiLED will turn red.
   b. Apply Dot and Dash inputs, check operation of LEDs.
   c. Note that 'SPACE' BiLED stays red continuously to warn that automatic spacing is not functioning.
10. Turn mode switch to 'TUNE'.
   a. Continuous tone will be heard in the speaker.
   b. 'DASH' LED will be on.
   c. 'SPACE' BiLED will be green.
   d. Using an ohmmeter, check for 220 ohms resistance between the relay output terminals on the terminal board on the rear of the keyer.
11. Turn mode switch to 'AUTO'.
   a. No tone can be heard from the speaker.
   b. 'DASH' and 'DOT' LED's will be off.
   c. 'SPACE' BiLED will be green.
   d. The ohmmeter should show infinity between the relay output terminals.
12. End of initial tests.

LEARNING TO USE YOUR ELECTRONIC TOUCH KEYER
Model Mark V

Using your Electronic Touch Keyer (ETK) is very different from sending code with a 'Bug' or most other keyers. The ETK performs all the functions necessary to send perfect code with just a few directions from the user. Just a touch of the dot or dash key is all that is required for the ETK to transmit a perfect dot or dash and block the output for the duration of the word space.

Just touch the dot key and then the dash key as rapidly as possible and the ETK output will be a perfect dot, a space equal to the dot length, a perfect dash three times as long as the dot and a word space seven times the dot length.

Practice this simple operation, watching the LED indicators, particularly the space BiLED until you are familiar with this operation.

Next, rapidly touch the dot key, the dash key and the dot key again. Complete this sequence before the dash starts. The ETK will send a perfect 'R', most of it while your hand is off the key. Then instruct the ETK to send a 'K' by rapidly touching the dash key, the dot key, and then the dash key again.

Repeat these steps until you have assured yourself that just a touch of the dot or dash key is all the instruction your ETK requires to send a perfect code element. You do not need to hold either key closed to insure that your instruction to the ETK will be followed.

Next, you should learn to use the letter space. The ETK is programmed to block the output from sending a dot or dash for a period equal to seven dots following the completion of the last dot or dash entered by the key. However, it is also programmed to change this instruction and modify the word space to a period equal to three dots (a letter space) if the next dot or dash beginning the succeeding letter is entered at a certain time with respect to the previous element. This time is not critical. Just touch the dot or dash key at a time at least a dot period after the last element of a letter is completed but before a period equal to a dash has elapsed. The ETK will then transmit the dot or dash after a letter space period has elapsed. This instruction just has to be given to the ETK (by touching a key) during the last 66% of the letter space time. If the key is touched too early (within one dot period) the ETK will send the element after a one dot space (normal separation between elements). If the key is touched too late (after a three dot period) the ETK will send the element after a word space. Practice instructing the ETK to provide letter spacing between dots or dashes.

Using the automatic word spacing properly requires that the first dot or dash of the next word be entered before the word space period has expired. The ETK is programmed to accept a dot or dash instruction after a letter space period has passed, between the 4th and 7th dot period of the word space, complete the word

spacing and then send the stored dot or dash. You may even enter one dot and one dash instruction during this time and the ETK will send them in the same order they were entered following the word space.

A certain amount of practice at low keying speeds is necessary so the operation of the ETK is understood thoroughly before sending at normal keying speeds. Habits developed using a 'Bug' or other code mechanisms may have to be modified to take advantage of the capabilities of the ETK. Once the user is familiar with the ETK, he will be delighted with the machinelike code from his ETK.

THEORY OF OPERATION

CLOCK CIRCUITS

The clock circuit in this keyer is very different from the usual clock or oscillator found in other keyers. It is designed to avoid several faults common to other keyers which derogate their performance. This circuit forces the keyer output to start instantly upon application of an input signal. It has a wide frequency range, allowing a keying rate of 5 to 60 wpm without switching ranges. The clock circuits are designed to minimize the long first cycle oscillation period characteristic of RC oscillators which cause the first dot or dash in other keyers to be nearly 50% longer than succeeding elements. The first dot from this keyer is within 5% of the correct length, a slight amount which cannot be detected by ear.

The clock circuit begins with a pulse generator operating at 10 times the keying speed, or generates 10 pulses in order to form a dot or a space between elements and 30 pulses to form a dash. The output of the pulse generator is counted down by a divide by 10 counter to obtain the correct time period for these elements.

The pulse generator, counter, inverter, gate, and flip-flop act to begin the output signal instantly when an input signal is applied, and reduce the effect of the long first cycle of the clock. When the keyer is not operated, the flip-flop resets the counter to a nine count. The pulse generator is stopped by a signal on its reset input, which holds the output in a low condition. The inverter transforms this to a high at the input to the counter. When a dot or dash input signal is applied, the reset signal is removed, the pulse generator output goes high, the counter input goes low, causing the counter to advance to zero and the output of the counter sets the dot flip-flop, forcing the keyer output to transmit the start of the output signal. At the 10th pulse from the pulse generator, the counter output resets the dot flip-flop, ending a dot period. The effect of any long first cycle period in the pulse counter is reduced by a factor of 10 by the counter, thereby insuring that the first dot or dash are nearly of the correct length.

The gate in the clock circuit removes the reset 9 signal as soon as the counter is set at nine. If this were not done until the pulse generator reset signal was removed, the counter would not respond to the first high output from the pulse generator as transmit time in the internal reset circuits of the counter is longer than the transit time in the pulse generator and inverter. This would cause a 1/10 dot period delay in the output of the keyer for all signals.

SPACING CIRCUITS

There are four flip-flops and a space decoder in the spacing circuits. One FF acts as a gate to turn on and off the pulse generator or clock. The other three FF's provide the letter and word spacing and control the main enabling signal to allow dots and dashes at the correct times. The enabling signal forces the keyer to send as though it were driven by a synchronous clock.

The space gate is reset when a dot or dash input signal is entered and turns on the clock circuits. The space gate FF can only be set by a signal from the 7 space FF when there are no dot or dash signals stored in the memory circuits. The space gate forces the clock to run until all the memories are cleared and 70 additional pulses are generated.

The 1, 3, and 7 space FF's and the space decoder control the main enabling signal so dots and dashes are sent at the correct times. If the memories do not contain signals to be sent, the spacing system blocks the keyer output for a time period equal to a letter space (3 dots). If a dot or dash is entered during the last 66% of the letter space, it will be sent after the letter space is completed. If an input signal is entered after the letter space is completed, the spacing system will block the keyer output until a total time period equal to a word space (7 dots) has elapsed since the previous dot or dash was completed. The keyer is then allowed to send the signal contained in the memory. If no signal is contained in the memory, the 7 space FF will set the space gate, shutting off the pulse generator. Once the first dot or dash is entered the spacing circuit controls the timing of the keyer so all subsequent elements of a message are referenced to the start time of the first signal and occur synchronized to this time. In effect, the asynchronous clock is made to operate in a synchronous mode until the message is completed if the user enters the information at a slightly faster rate than the keyer speed.

The automatic letter and word spacing function may be switched off, and the spacing controlled by the operator. However, the spacing system will continue to control the clock circuits and force the pulse generator to furnish 70 pulses after any element. If the operator does not exceed the normal word space time between elements all dots and dashes will be synchronized with the first element sent although the letter and word spacing may not be correct if the operator's sending is inaccurate.

DOT-DASH MEMORY AND PROCESSING CIRCUITS

The dot-dash memory and processing circuits perform many functions. They accept the input signals from the external key mechanism and eliminate the contact bounce associated with mechanical switches. It resets the space gate, turning the pulse generator on. It generates the main (dot) and secondary (dash) enabling signals. It remembers which of the two input signals were entered first and forces the keyer to transmit the corresponding dot or dash first. While directing the keyer to transmit one signal, it will accept and hold the other input signal until it can be sent in the correct time frame. It removes the input signal from the memory after the corresponding element has been sent. It will allow multiple dots or dashes to

be transmitted by holding the external key closed while accepting and holding an input signal of the opposite element for transmission after the sequence is completed.

These functions are accomplished by six FF's and 8 gates arranged in two interconnected channels. The dot-dash gate detects an input signal, generates the main enabling signal and resets the space gate. A memory FF accepts the input signal, eliminating the contact bounce, and sends it to the acceptance FF when the lockout gate is not disabled by the other channel. The acceptance FF seeks to set the reset FF through the response gate and disables the lockout gate in the other channel. This gate will allow the passage of the trigger to the reset FF when the dot or dash FF associated with it is set. The reset FF arms the reset gate. The reset gate sends a reset pulse to the memory FF and resets it at the end of the transmitted dot or dash. The memory FF resets the acceptance FF which in turn arms the lockout gate in the other channel.

DOT-DASH GENERATOR

The dot-dash generator forms the dot and dash signals sent to the indicator and output circuits of the keyer. It also provides the correct spacing between elements. The generator consists of two FF's. The first FF forms the dot signal. A dash is formed by causing the first FF to set the second FF when the dot signal is completed. Then the dot FF is set again and both FF's are reset to end the dash. Operation of these FF's is triggered by the clock.

The main enabling signal controlled by the spacing circuits is applied to the dot FF so it can respond to the clock signal from the counter. A secondary enabling signal, controlled by the dash acceptance FF in the dash memory and processing circuits is sent to the dash FF when a dash signal is to be formed.

The outputs of the dot and dash FF's are combined in a gate. The output of this gate controls the keyer output relay.

INDICATOR CIRCUITS

The keyer has a sidetone oscillator and speaker to monitor the dot-dash output. There are three LED indicators which indicate the processes occurring in the internal circuits. These LED's are labeled 'SPACE', 'DOT', and 'DASH'.

The 'DOT' LED is red and lights during the time a dot is being transmitted by the keyer.

The 'DASH' LED is red and lights during the time a dash is being transmitted by the keyer. It also lights when the mode switch is in the 'TUNE' position, indicating that the output relay contacts are closed and the keyer is transmitting a long dash.

The 'SPACE' BiLED is a dual color LED, green and red. One of the two colors is always lighted when the keyer is on. When the color is green, it indicates that

an input signal will be accepted and sent instantly or that a dot or dash is being transmitted. When the BiLED changes from green to red, it indicates a space between elements, a letter space or a word space is occurring and any input signal entered will be accepted but held until the space period is completed.

While the 'DOT' and 'DASH' LED's continue to indicate when these elements are being transmitted with the mode switch in the 'SPACING OFF' position, the 'SPACE' BiLED will be red as a reminder that the user is responsible for the proper letter and word spacing.

YOUR ELECTRONIC TOUCH KEYER WARRANTY
Model Mark V

The Electronic Touch Keyer is a state of the art device and is the product of the latest and most up-to-date engineering and production experience. It will give you years of satisfactory service if operated in accordance with the simple instructions furnished.

During the first six months of ownership by original purchaser, if any repairs should be necessary through no fault of yours, the factory will repair free of charge and will also pay return shipping charges.

CUSTOMER SERVICE

If during your first six months of ownership you require service, write to the factory and include:

Your name and address
The serial number of your Electronic Touch Keyer
A description of the problem or difficulty

After receipt of your letter, the factory will ship the necessary part or authorize shipping the keyer back to the factory for repair.

After six months, if factory repairs are necessary, our service department will repair the keyer for a $10.00 service charge plus parts and return shipping costs.

CRS Company
P.O. Box 1125
Kent, Washington 98031

NOTES

1. RESISTORS SELECTED FOR DESIRED BiLED BRIGHTNESS
2. ALL CAPACITORS IN UFD.
3. ALL NAND GATES NOT IDENTIFIED ARE PART OF 7400 IC
4. SWITCH POSITIONS
   - (1) AUTO
   - (2) SPACING OFF
   - (3) TUNE

MARK V
ELECTRONIC KEYER